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GLASGOW.

THE WATER SUPPLY OF THE CITY

FROM THE EARLIEST PERIOD OF RECORD;

WITH

NOTES ON VARIOUS DEVELOPMENTS OF THE CITY

TILL THE CLOSE OF 1900.

BY

SIR JAMES D. MARWICK, LL.D., F.R.S.E.,

TOWN-CLERK OF GLASGOW.

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PREFATORY NOTE.

THIS work was undertaken at the request of Sir David Richmond, when Lord Provost of Glasgow, of the late Mr. Osborne, when convener, and of the late Mr. Guthrie, when sub-convener of the Water Committee of the Corporation, to present a continuous narrative of the means adopted, from the earliest period of record, to provide a supply of water at first to the city and afterwards to it and suburban districts. During its preparation both Mr. Osborne and Mr. Guthrie have been removed by death—the former full of years, and leaving a long record of honourable service to the city, the latter in early middle age, when public work was being opened up to him.

As connected with the water supply, some notices are given of the means employed to extinguish fires previous to 1807, when the second Glasgow Police Act (47 George III., cap. 29) placed that important department of public work, for the first time, under the charge of the Police Commissioners. Under the powers conferred by that and subsequent police acts, a fire brigade was established, and its efficiency, as regards numbers, discipline, and appliances, has kept pace with the extension of the city.

The periodical recrudescence of demands for the establishment of new wells, the repair of old wells, the application of improved appliances for obtaining water from all the wells, and the opening up of better accesses to them, can only be explained by reference to the development of the city. That development was at first slow, and the position of the city for a long time after the Reformation was a very humble one,—in itself, as well as in its relation to the larger burghs of Scotland. But after the Union its progress generally was rapid, and the energy of its citizens—applied to the development of

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trade and manufactures;[1] to the deepening of the Clyde, and the improvement of its channel; to the establishment of shipbuilding, engineering, and other manufacturing works on the banks of the river in and near the city; to the establishment of Glasgow as one of the great ports of the kingdom; to the formation and improvement of roads and bridges leading to it; to the opening up of the mineral resources of the surrounding country; and to the formation of canals and railways —worked changes, not only in the city and the entire watershed of the river, but also in the surrounding districts, with which there is nothing in Scotland to compare.

The growth of population resulting from these developments necessarily created continuously increasing demands for improved water supplies, which were sought to be met at first by increasing the number

[1] "In the rapidity of its progress," says Dr. Strang, who for many years previous to 1861 chronicled the economic and social statistics of the city, "perhaps no city has rivalled, far less surpassed, Glasgow, the commercial metropolis of Scotland. This has chiefly arisen from the city being, if I may use the expression, *cosmopolitan* in its commerce and manufactures. Glasgow unites within itself a portion of the cotton-spinning and weaving manufactures of Manchester, the printed calicoes of Lancashire, the stuffs of Norwich, the shawls and mouselines of France, the silk-throwing of Macclesfield, the flax-spinning of Ireland, the carpets of Kidderminster, the iron and engineering works of Wolverhampton and Birmingham, the pottery and glass-making of Staffordshire and Newcastle, the shipbuilding of London, the coal trade of the Tyne and Wear, and all the handicrafts connected with or dependent on the full development of these. Glasgow also has its distilleries, breweries, chemical works, tan works, dye works, bleachfields, and paper manufactories, besides a vast number of staple and fancy handloom fabrics, which may be strictly said to belong to that locality. Glasgow also, in its commercial relations, trades with every quarter of the globe, and its merchants deal in the various products of every country. It hence appears that one branch of manufacture or trade may be dull while another may be prosperous; and, accordingly, Glasgow does not feel any of those universal depressions which so frequently occur in places limited to one or two branches of manufacture or commerce." These words doubtless represented the satisfaction with which the writer regarded the position occupied by Glasgow in 1850, when its population was estimated by him to number 367,800, and its gross rental to be £1,017,362. His faith in the immediate future of the city he served so well probably did not lead him to anticipate that, fifty years later, the population would have advanced to 755,730 and the rental to £4,952,960.

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of public wells, afterwards by private enterprise, and still later by water companies—two of the last mentioned drawing their main supplies from the Clyde. But these supplies were necessarily limited in quantity, and the sources from which they were obtained became more and more unsatisfactory, by reason of the pollution resulting from extension of population and industries in large portions of the watershed of the river. The increasing density of population also made the wells, both public and private, more and more objectionable. The wise foresight of the town council and its advisers, therefore, led to the adoption of means to secure a water supply which, as regards both quantity and quality, is second to that of no other city of ancient or modern times. It is of course impossible to say how much that supply has contributed to the later development of the trade and industry of Glasgow—a development which has created, as well as has been promoted by, railway and shipping enterprise. But without doubt it has incalculably improved the sanitary condition of the city, and conduced to the health and comfort of all classes of the citizens. That this remarkable social and sanitary improvement should have taken place during the reign of her late Majesty, and should, indeed, have been inaugurated by Queen Victoria and the Prince Consort, is one of not the least noteworthy incidents of a reign that has no parallel in history.

As the development of the water supply of Glasgow is explicable only by reference to the growth of the city in population, area, industry, and commerce, the correlation of all these will, it is hoped, explain the attempt here made to indicate some of the steps by which the city has, with such rapidity, attained the position it now occupies.

How largely the enterprise of the town council, succeeded by that of the Clyde trustees, in (1) deepening and improving the channel of the river—converting the erewhile shallow stream, obstructed by rocks and shoals, into a navigable river available for the passage of ships of the largest size and deepest draught—and (2) in providing a harbour and docks in which shipping from every quarter of the globe may find accommodation, has furthered the rapid growth of the city can only be roughly estimated. But the tables in the Appendix, showing the

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development (*a*) of the revenues of the Clyde trust, (*b*) of the customs revenue of the port, and (*c*) the number and tonnage of the shipping which have frequented the port, attest the success which has attended the administration of the harbour by a body of trustees who represent the varied interests of the community, giving no undue preponderance to any one of them.

But for the facilities which the harbour and docks have afforded for the shipment of the coal and iron, and of the machinery, produced in the Clyde valley and its vicinity, the city could not have advanced to its present position. Nor, but for the deepening of the Clyde, could have existed those great shipbuilding establishments which have been formed along the river immediately west of the city in districts which owe their trading existence to Glasgow, and should, when so established, have been included in, and formed portions of, the city.

To meet the early requirements of the rapidly growing community canals were formed, connecting Glasgow with adjoining coal and iron fields, and with the east coast, and these were followed by the construction of a network of railways linking the city with every district of Scotland and England. What these great promoters of travel and traffic have done for Glasgow it is impossible to estimate. It is difficult, indeed, to realise what the city would have been but for these railway systems, which, if in some respects they have not improved its amenity, have at least contributed enormously to its development. Recognising how largely the formation of roads, canals, and railways have conduced to the growth of the city in area, population, and wealth, an attempt has been made to refer to these various undertakings, and to the several statutes under which they have been formed.

Special reference is made to the various acts of parliament authorising extensions of the city, improvements in municipal administration, and the construction of important works within it—bridges, sewers, hospitals, public buildings, parks and recreation grounds, and other concomitants of civic growth. Referred to, in chronological order, so as to indicate as far as possible the conditions and order of the growth of the city, this work, it is hoped, may serve to some useful extent, as a municipal handbook. It has been prepared mainly with a view to this.

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In the preparation of this work the records of the city, both printed and manuscript, and other sources of information—many of which are not generally available—have been drawn upon. The struggles that resulted in the transfer to the town council of the undertakings of the water companies—which in their day rendered good service to the citizens—are shortly narrated on the authority of the council records and contemporary publications; and the descriptions of the works by which the city and its neighbourhood have been put in possession of the existing supply from Loch Katrine are founded largely on the reports and papers of Mr. J. F. Bateman and Mr. James M. Gale. The former distinguished engineer advised the council through all its parliamentary conflicts to carry the Loch Katrine scheme, and subsequently designed and directed the construction of the works authorised by the Act of 1855, subsequently amended and extended by the Acts of 1859, 1860, 1865, 1866, 1873, 1877, and 1879. The latter designed and executed, with conspicuous skill and success, the important works authorised by the Act of 1885 for extending the water supply so as to meet the present and prospective demands of the rapidly increasing population of the city and its suburbs.

In the Appendix will be found descriptions of the city by early travellers in Scotland previous to the last quarter of the eighteenth century, and papers containing information as to the barony of Gorbals, its early jurisdictions, and the districts of Hutchesontown, Lauriestown, and Tradeston included within it, but all now incorporated with the city; the establishment of coaching communication between Glasgow and Edinburgh; the lands and barony of Provan; the acquisition of lands for the enlargement of the Green; the development of the postal system of Glasgow, and its relation to the postal service of Scotland; the baronial burghs of Anderston and Calton, now also included within the city; the acquisition of lands for public parks and recreation grounds, with their cost; the extension of the city westwards on either side of the Clyde, and the formation, under the General Police Acts, of certain districts into the burghs of Partick, Govan, and Kinning Park; the increase in the consumpt of water supplied to the population at intervals of five years subsequent to 1852; the growth of the population and rental of the city since 1300; the capital and annual revenue and expenditure of the Water Trust and Gas

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Trust; the establishment and working (1) of the tramways in the city and its neighbourhood, (2) of the electricity works, and (3) of the telephone works, with the capital expenditure of the Corporation upon each of these undertakings; the number and cost of the police force of the city; the sewerage system of the city in 1849, with the subsequent extensions; the lighting of the city by gas since 1818, and by electricity and incandescent gas recently, with the number of lamps, the number of men employed, and the cost; the cleansing of the city, with the number of men and horses employed, and the cost; the establishment and development of the city improvement scheme, with the financial position of that trust and its model lodging-houses; the ordinary revenue and expenditure of the Corporation from 1895 to 1900, with the loan debt contracted under parliamentary authority; the fires in the city, and the losses therefrom since 1870; the main drainage schemes of the city; the roads, railways, and canals within the city; the revenue of the Clyde Navigation Trust since 1770; the customs revenue collected at Glasgow since 1796, and the number and tonnage of ships belonging to the city registered there; the number and tonnage of ships which arrived at the harbour of Glasgow since 1828; and the banking establishments established in the city since 1697, with those still existing and their several branches. These appendices illustrate various aspects of the growth of the city, and explain to a considerable extent the necessity for the establishment of the several water companies, the acquisition of their works by the Corporation, and the perfecting of the water supply of the city and adjoining districts by the introduction of water from Loch Katrine.

The index of contents will, it is hoped, enable those who desire to refer to special matters dealt with in the volume to find what it contains.

The map showing the sources of the Glasgow water supply and the lines of aqueducts has been prepared by Mr. William Gale, one of his father's assistants.

The map showing the several additions made from time to time to the area of the city has been prepared by Mr. A. B. M'Donald, City Architect and Engineer; Mr. John Whyte, late Master of Works; and Mr. Thomas Nisbet, C.E., Master of Works.

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To these gentlemen, to the heads of various public departments, and to others, from whom, on matters with which they are specially conversant, I have sought information, I offer my grateful thanks for the readiness with which it has invariably been furnished.

It only remains for me to express my special appreciation of the ungrudging assistance rendered to me during the preparation of this work by Mr. Robert Renwick, one of my deputies, whose intimate knowledge of Old Glasgow has been applied to the publication of the protocols of the town-clerks of the sixteenth century. To him I owe not only valuable suggestions, but the careful collation of proofs, and the preparation of the index.

J. D. MARWICK.

WOODSIDE TERRACE,
GLASGOW, *August*, 1901.

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CORRECTIONS.

Page 26, line 28—After "2d. Scots" insert "per pint".

Page 28, footnote, 1st column, 2nd last line—For "Gxrdyloos" read "Gardyloos".

Page 68, Chapter III., line 5—For "77,385" read "83,769"; line 6—for "10,807" read "17,191".

Page 76, footnote 2—For "sec." read "session".

Page 79, line 19—For "poles imperial" read "falls Scots".

Page 112, line 18—For "and is still in use" read "but was discontinued about 1897"; line 19—for "1883 and 1886" read "1843 and 1846".

Page 161, footnote 1, line 5—For "B 1" read "M a."

Page 187, line 6—For "eighty-five" read "eighty electric fire".

Page 193, line 25—For "$2\frac{7}{8}$" read "$2\frac{3}{8}$".

Page 197, lines 22 and 23—For "valves, and hydraulic" read "and valve".

Page 207, line 13—After "June" insert "1887"; line 18—after "June" insert "1888".

Page 221, line 10—For "£1,200" read "about £12,000".

Appendix, page 6, G., line 4—For "205" read "305".

Appendix, page 20, R., line 3—For "1861" read "1800".

Appendix, page 22—After "Dr. Tobias Smollett," for "1717" read "1771".

Appendix, page 47, footnote 8—Delete last line, and substitute "year afforded every facility".

Appendix L a, page 82—Opposite "1854-5," delete "10,657".

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THE WATER SUPPLY OF GLASGOW.

Chapter I.—1175-1730.

Founded as a burgh of barony by the Bishop of Glasgow, between 1175 and 1178, under the authority of William the Lion, with all the freedoms and customs of a royal burgh,[1] and raised to the rank of a burgh of regality by James II. in 1450,[2] the city of Glasgow participated in the results of the erection of the see into an Archbishopric in 1491-2.[3]

During all that time, and for a long period afterwards, the inhabitants drew their supplies of water from public and private wells and from the Molendinar and other burns, as well as from the river Clyde, and these public wells appear, in later times, to have been placed under the charge of paid keepers. The river was then an unpolluted stream, and, with the burns and wells, must have yielded ample supplies to the inhabitants, who, at the beginning of the fourteenth century, did not probably exceed 2,000.[4]

At the time of the Reformation the city extended along the High Street from the North Port, near the Cathedral, to the Market Cross, from which a continuation called the Walkergate, now Saltmarket, extended to Linnings Haugh on the banks of the Clyde; and from these streets several streets and wynds stretched eastward and westward. On the east, to the south of the Cathedral and Castle, were (1) the Drygate, extending to the Molendinar burn. Further down were (2) the Blackfriars Wynd, south of the College and Blackfriars kirk; (3) the Vennel,

[1] Glasgow Charters, Part II., pp. 3, 4, No. i.

[2] *Ibid.*, pp. 28-31, No. xxi.

[3] Theiner, p. 505, No. 889. Glasgow Charters, Part I., pp. xl.-ii.

[4] The first reference to a well in Glasgow occurs in a grant by the Bishop and Chapter to the Friars Preachers of a spring called the Meadow well, rising in the Denside [Deanside], to be conducted into the cloisters of the friars. This grant is dated 17th August, 1304, and was confirmed by the Chapter on 24th August, 1304. (Regist. Epis. Glasg. Pref., p. xxxiii., Mun. Frat. Predicat. de Glasg. (Maitland Club), No. vi., p. 151). This well, however, does not appear to have been a public well.

A well, called St. Mungo's well, also exists in the south east corner of the lower cathedral church, and beside it is an altar tomb to Dame Margaret Colquhoun, Lady Boyd. A sketch of this well is given on p. 40 of the Book of Glasgow Cathedral.

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now called Old Vennel[1]; and (4) the Gallowgate, and upon it, on the east the East Port. On the west of the High Street and Walkergate were (1) the Rottenrow, and upon it the Rottenrow Port, with St. Nicholas Hospital a little distance north from the point where the row joined the High Street; (2) Greyfriars Wynd; (3) the Grammar School Wynd; (4) St. Tenew's Gate or Trongate; and (5) Bridgegate, leading to the old bridge. From the Trongate southwards to the Bridgegate and river Clyde were (1) the Alley at St. Mary's Collegiate Church, afterwards the Tron Church; (2) Maynes Wynd, afterwards Back Wynd[2]; (3) a wynd now called Old Wynd[2]; (4) Stockwellgate and the Water Port, at its junction with Glasgow bridge; and (5) a vennel leading to St. Tenew's well and the Common Green. The green extended along the north bank of the Clyde on either side of the bridge, from the Molendinar burn on the east to Glasgow burn, otherwise called St. Enoch's burn, on the west. At the south end of the bridge was the village of Gorbals, where a leper hospital existed. At the point where the Gallowgate joined the High Street on the east, and the Trongate joined it on the west, stood the market cross of the city. From the Trongate northwards was the Cowloan, now Queen Street, leading to the Wester Common.

Local historians have represented that the site of the first market cross of the burgh was where the High Street, Rottenrow, and Drygate intersected each other, but there does not seem to be any authority for this conjecture. Ecclesiastics connected with the cathedral had their residences in these localities, but there is no evidence that markets were held or trade carried on there till after the Reformation. The lower ground nearer the river was more suitable for these purposes, and it seems probable that the trading portion of the community—*i.e.*, those who obtained burghal privileges in the twelfth century—erected the original market cross at the foot of the High Street, the site which it has occupied for a period as remote as its history can be traced in authentic documents. The primitive dwellings and booths of the citizens appear to have diverged from that point, forming the four streets already mentioned. On the north side of the Trongate, at a short

[1] The Old Vennel was also called the Stinking Vennel—a name which still occurs in title deeds [Glasgow Protocols, No. 991].

[2] See Appendix A.

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distance from the cross, stood a chapel dedicated to "Our Lady," the existence of which can be traced as far back as the year 1293.[1] Twenty-seven years later, viz., in 1320, reference is made to a chapel, called the chapel of St. Thomas, as existing in the same thoroughfare.[2]

In a notarial instrument, dated 19th December, 1433, relating to a property on the south side of the street of St. Teneu, the eastern portion of which is now called Trongate, and the western portion Argyle Street, reference is made to a well there, commonly called the well of St. Ninian.[3] Apart from that reference, the earliest information as to the public wells is derived from the Protocol Books of the town clerks,[4] which have been preserved for forty-three years before the extant Council Records commence. These protocols record transactions during the latter part of the reign of king James V., which extended from 9th September, 1513, to 16th December, 1542; and the reigns of Queen Mary, extending from 16th December, 1542, to 29th July, 1567, and of king James VI., extending from 29th July, 1567, to 27th March, 1625; and refer in 1530, 1531, and 1536 to the Densyd [Deanside] well;[5] and in 1552 to the well of St. Teneu, on the south side of the Trongate.[6] The Deanside well is again mentioned in 1555,[7] and the well, commonly called "Saint Mungo's Spoutis," near Gallowgate, in 1558.[8] In 1561 the well of St. Teneu is again noticed,[9] and in 1572 reference is made to St. Kentigern's well, near Gallowgate.[10]

[1] Glasgow Charters, Part II., p. 20.

[2] Preface to Liber Collegii Nostre Domine, etc. (Maitland Club), p. xxxiii.

[3] Liber Collegii Nostre Domine, etc., p. 248. Possibly this well may have been that afterwards known as St. Teneu's well.

[4] These are now being edited by Mr. Robert Renwick, one of the depute town clerks of the city.

[5] Protocols, Nos. 1070, 1079, and 1234.

[6] *Ibid.*, 131, 132.

[7] *Ibid.*, 241.

[8] *Ibid.*, 431.

[9] *Ibid.*, 670.

[10] *Ibid.*, 1854. On the Dowhill, on the north side of the Gallowgate and the eastern bank of the Molendinar, immediately without the port stood the chapel of St. Mungo without the walls, called Little St. Mungo's kirk, which was built and endowed in 1500 by David Cunningham, archdeacon of Argyll, and provost of the collegiate church of Hamilton. Trees which grew there were called St. Mungo's trees, and beside the chapel was a well, named St. Mungo's well. The chapel was surrounded by a churchyard [Origines Parochiales Scotiæ, I., p. 6. Regist. Epis. Glasg., pp. 501, 502. Glasgow Charters, Part I., p. lix.]. In 1754 the churchyard was feued by the town council to Robert Tennant, and upon it the Saracen's Head Inn was erected.

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To what extent the Reformation affected the prosperity of the cathedral city is not known, but it is estimated that, in 1560, the population did not exceed 4,500.[1]

Assuming the ratio of contribution by burghs to national and burghal impositions to be an indication of the relative importance of the contributories from time to time, Glasgow in 1535 only ranked *eleventh*. Thus, to raise 5,000 merks granted to king James V., for sustaining his expenses in France, Glasgow paid only £67 10s., while Edinburgh contributed £833 6s. 8d.; Dundee, £321 17s. 6d.; Aberdeen, £315; Perth, £247 10s.; Haddington, £101 5s.; St. Andrews, £100; Montrose, £90; Cupar, £90; Stirling, £84 7s. 6d.; and Ayr, £78 15s.[2] In 1550, during the reign of Queen Mary, the proportion of Glasgow was larger than that either of Stirling, Cupar, or Ayr, and equal to Montrose.[3] But in 1556, and again in 1557, the proportions of Ayr, Stirling, and Cupar were larger than that of Glasgow, which again ranked *eleventh*.[4] In a tax roll of 1575, during the reign of James VI., Glasgow

The well remained in the court yard till the removal of the inn, but still exists, it is said, under the edge of the pavement in front of the site of the old inn [The Book of Glasgow Cathedral, p. 26].

[1] Such trade as then existed in the city must have been very small. M'Ure states that its "first promoter and propagator was William Elphingston—a younger member of the family of that name—who settled in Glasgow during the reign of king James I. (1406-1437)" [View of the City of Glasgow (1736), p. 93]. Gibson says that the trade in which Elphingston engaged was "in all probability the curing and exporting of salmon" [History of Glasgow (1777), p. 203]. He adds that the first authentic document he can find respecting the city being considered a place of trade is in 1546, when, in consequence of complaints to king Henry VIII. as to English ships having been taken and robbed by vessels belonging to Scotland, the privy council discharged such captures for the future, and among other places mentioned in the order is the city of Glasgow. This statement is repeated by subsequent local historians, and needs correction. As a burgh Glasgow certainly possessed privileges of trade, and may have had small vessels so engaged, but the act of the privy council to which Gibson refers does not warrant the conclusion he draws from it. It simply orders the Queen's sheriffs to be directed to make proclamation at the market cross of a number of burghs, including Glasgow, prohibiting the lieges from passing furth in warfare without previously obtaining the license of the regent Arran, and further prohibiting any ship that might depart from invading, taking, troubling, and molesting any English ships, under pain of tinsel of life, lands, and goods [21st August, 1546; Privy Council Register, I., p. 39]. A protocol, dated 9th May, 1537, refers to a transaction between a merchant of St. Malo in Brittany and a burgess of Glasgow [Glasgow Protocols, No. 1303].

[2] Printed Records of Convention of Burghs, I., p. 514.

[3] *Ibid.*, p. 519.

[4] *Ibid.*, pp. 522, 523, and 526.

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appears as *seventh*.[1] But in 1578 the tax roll of the burghs was altered, and under it Glasgow stood *eighth*—its proportion being £2 4s. 6d. per cent., while the following were the proportions of the other higher burghs:—Edinburgh, £28; Dundee, £11 16s. 8d.; Aberdeen, £9 9s.; Perth, £6 16s.; St. Andrews, £3 10s.; Ayr, £3 7s. 3d.; and Stirling, £2 6s. 6d.[2]

At this time there were no covered sewers, and the surface water of the upper parts of the city found its way down the High Street along gutters which seem not to have been kept in good order. One of the acts annually passed by the Town Council in early times required that no "myddynnis" should be laid on the front streets, and that fleshers should not empty their refuse there.[3]

The first reference to a public well in the town council records occurs on 1st June, 1574, in a minute of the "Court of Perambulation of the marches of the burght and citie." The duty of that court was to make periodical visits to the properties of the burgh, and to see that the public rights were not violated or encroached upon; and in that minute the court reported that the passage to the "Deynsyde well" was obstructed, and that "the commone well, calleit Gleghornis well, besyde Andro Sympleis hous, under Robert Bareis hous," was "fillit up with stanes, contrar the commone weill."[4] In the following year it is stated that a public well was formed in the Gallowgate; on the 15th of July of that year, £8 Scots (13s. 4d. sterling) were paid for four "geistis" and other timber to be used in its construction;[5] and, on the 30th of the same month, £5 Scots (8s. 4d. sterling) were paid for the support of a man whose hand had been hurt at it.[6] Other payments in connection with wells are mentioned about this time, viz.,—on 15th July, 8d. to a lad to keep the Deanside well, and 18d. to a man to "gang to Govane for the colearis about the well;" on 15th September, £6 13s. 4d. Scots (11s. 1d. sterling) for the labours and expenses of a man waiting on the wells, etc., and £5 6s. 8d. (8s. 10d. sterling) to a man for building the well at the Wyndhead.[7] On the 22nd of the same month, the common well in the Gallowgate was ordered to be opened daily in the morning, and locked in the evening, by a man who was appointed to keep the well and the key,

[1] Printed Records of Convention of Burghs, I., p. 48.

[2] *Ibid.*, I., pp., 73, 74.

See Bishop Leslie's description of Glasgow in 1578 (Appendix B).

[3] Glasgow Records, I., p. 25.

[4] *Ibid.*, p. 14.

[5] *Ibid.*, I., p. 457.

[6] *Ibid.*

[7] *Ibid.*

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and to have forty shillings Scots (3s. 4d. sterling) as his fee for a year.[1] On 21st January, 1575-6, fourteen shillings (1s. 2d. sterling) were paid for iron work to stop the cords from running off the wheels of a common well;[2] on 9th June, 1576, £180 5s. 10d Scots (£15 0s. 5d. sterling) were paid on account of the expenses of building the Greyfriars well and other wells in the Gallowgate, and for repairing loans and causeways;[3] and, on 11th July, 1577, twenty shillings Scots (1s. 8d. sterling) were paid to Michael Pudyane for keeping "the well" to the previous term of Whitsunday.[4]

In 1576 the causewaying of the streets seems to have been receiving attention,[5] and in 1577 the magistrates and crafts agreed that the citizens should be assessed for causewaying. Accordingly, on 19th November, a taxation of £200 was imposed for that purpose.[6] Walter Brown, calsay maker, from Dundee, was employed to do the work, and 79s. were ordered to be paid in connection with it.[7]

In 1583 the position of Glasgow relatively to that of the other burghs of the kingdom had so far improved as to place it in the position of being the *fifth* for purposes of taxation, Edinburgh, Dundee, Aberdeen, and Perth being alone liable for a larger proportion.[8] This position the city held till 1649.

Towards the close of the sixteenth century the citizens appear to have been interested in some shipping trade of which Dumbarton was the centre; and, in 1579, the city possessed a few small vessels, the largest of which was of 92 tons burden, which traded with France, carrying to it, doubtless, salmon, herring, and hides, and bringing home, in return, wine and other commodities. The condition of the river then was such, however, as to preclude vessels of from 50 to 100 tons burden from getting above Dumbuck ford, a short distance above Dumbarton, and the cargoes, therefore, of the larger craft appear to have been taken up to Glasgow in boats.[9]

In 1600 a census of the population was taken, and the number of inhabitants was found to be 7,000—an increase which doubtless indicates an extension also of buildings and increased consumption of water for domestic purposes.

In April of the same year the town council obtained a license from the king to levy, for nineteen years, an impost on certain articles entering the city, and a portion

[1] Glasgow Records, I., p. 39.
[2] *Ibid.*, p. 459.
[3] *Ibid.*, p. 460.
[4] *Ibid.*, p. 463.
[5] *Ibid.*, p. 50.
[6] *Ibid.*, p. 64.
[7] MS. Council Records, 28th October, 1578. Glasgow Records, I., 464.
[8] Convention Records, I., p. 173.
[9] The River Clyde and Harbour of Glasgow, by Sir James Marwick, pp. 6, 7.

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of that impost was appointed to be applied in removing sand from the river.[1] Thereupon arrangements were made for clearing the river and repairing the fords and sanded places.[2]

The importance of having a water supply available not only for the supply of the inhabitants, but also for the extinction of fire must have been impressed on the authorities as well as on the inhabitants by the great fire which destroyed a portion of the town in June, 1601. For the relief of the sufferers an appeal was made to the citizens for voluntary subscriptions, and collectors were appointed in each of the sections into which the town was divided,[3] but no information exisits as to what measures, if any, were organised to suppress future fires.[4]

On 14th April, 1610, the "neighbours" dwelling outside the Stable Green Port were authorised to form a well in the "common lone" leading from the old hospital founded by Sir Roland Blacader, subject to the conditions that it should be built "five quarter hicht above the ground, with asler work, for saftie of barnis and other persons," and be common to all.[5] In the same year the population was ascertained by Archbishop Spottiswood to be 7,644—an increase of 644 since 1600.

On 8th April, 1611, James VI. granted a charter to Glasgow,[6] which was ratified by parliament in the following year.[7] By it he erected the city into a royal burgh, and confirmed all the rights and privileges it had previously enjoyed. He also confirmed its trading rights within the Clyde, from the Clochstane (about

[1] Privy Council Register, XIV., pp. 387, 388.

[2] Glasgow Records, I., p. 209.

[3] *Ibid.*, I., p. 223.

[4] Though the dwellings of the burgesses in old towns were fragile, and such as to expose them to risks of fire, they were in early times of so little value, and so easily replaced when destroyed, as to render anything beyond the simplest appliances for the extinction of fires unnecessary. The old burgh laws of David I., in the twelfth century, no doubt allude to the destruction of houses by fire, but do so simply to regulate the liability of the sufferers. Paraphrasing the quaint enactment of the 50th section of these laws, it provided simply that when fire passed from the house of A to the destruction of the house of his neighbours, A should not be exposed to further grief or trouble than his own loss occasioned, "for sorow and heviness has he ineuch foroutyn mar." He who burnt a kiln belonging to another lost his service. If a kiln which had been lent was burnt, the borrower had to restore it in the condition in which he had received it. But if the kiln was hired and burned, then the hirer was only liable for the rent [Leges Burgorum (S. B. R. S.), p. 24].

[5] Glasgow Records, I., pp. 312-13.

[6] Glasgow Charters, Part ii., p. 278.

[7] 23rd October, 1612. Acts of Parliament, IV., 484.

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27 miles below Glasgow) to the bridge of Glasgow, with free privilege of the river, and of trading and trafficking, as these had been previously used and possessed by it.

In 1612 the condition of the streets of Glasgow and several other burghs was such that the Convention of Burghs, on 7th July, ordered them to be sufficiently repaired, and each burgh was ordained to report its diligence to the next General Convention, under a penalty of £100 Scots.[1]

The right to levy the impost authorised in 1600 being about to expire, the town council applied for, and, on 5th February, 1618, obtained from the privy council a renewal of the grant.[2] In that application it was set forth among other things, that various parts of the river below the bridge had become so overblown with sand as to have become unnavigable for boats and small vessels by which the commodities of the city were, for the most part, brought to and from it; that the city had expended large sums in removing the sands, and other important works, and that the expenses of these works were then so heavy that it became necessary to obtain authority to continue the impost.[3]

About this time the leading Glasgow merchant is said to have been Walter Gibson, whom M'Ure describes as eldest son of John Gibson of Overnewton, merchant, and late provost. He began business, according to M'Ure, as a maltster, but afterwards betook himself to merchandise, and opened up a trade in herrings with France, bringing back salt and brandy. He then became a shipowner, and traded with France, Spain, Norway, Sweden, and Virginia.

On 24th April, 1630—during the reign of king Charles I., which extended from 27th March, 1625, till 30th January, 1649—a new well in the Trongate was ordered to be slated in the best form, and two pumps to be "made thairto, and clengit with all diligence."[4] On 5th March, 1631, £160 Scots (£13 6s. 8d. sterling) were authorised to be paid for making these pumps;[5] and, on 14th April, 1632, the burgh treasurer had a warrant for £16 (£1 6s. 8d. sterling) paid to a man for upholding the pump of the well at the Cross, and for ruling, opening, and closing the same daily during the previous year. That amount, moreover, the magistrates agreed to pay him yearly for "upholding the pumps."[6]

On 28th June, 1633, an act of parliament confirmed the charter of 1611, and all the other charters and writs granted to the burgh in consideration, *inter alia*, of the expense which it had incurred in executing various "commendable and commoun workes."[7]

[1] Convention Records, II., p. 344.
[2] Privy Council Register, XI., p. 304.
[3] Glasgow Charters, Part II., pp. 300-2.
[4] Glasgow Records, I., p. 373.
[5] *Ibid.*, II., p. 2.
[6] Glasgow Records, II., p. 10.
[7] 1633, c. 79, Acts of Parliament, V., pp. 87-9. Glasgow Charters, Part II., p. 351, No. cvi.

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On 24th September, 1636, the town council made arrangements with the proprietors and liferenters of a yard adjoining the Gallowgate burn and bridge, in which was a spring well, and the council were empowered "to set in pipes or conduits for conveying the water to any place in the burgh for the service of the inhabitants."[1] On 11th August, 1638, £50 were ordered to be paid for transferring the Stockwell from the street to another place, and for taking down the well at the Cross, covering it, removing the "heid" (roof), and setting it on the new well in the Stockwell gait.[2]

For nearly forty years previous to this time the inhabitants of Glasgow had been striving to develop their trade, and to improve the channel of the river, and though their success, estimated by present standards, appears insignificant, it was such as to obtain commendation from Charles I., who on 16th October, 1636, granted another charter to the city, by which, after referring to "the integrity and industry" of its merchants, burgesses, and inhabitants in foreign trade and naval enterprise; to its having long been the chief and most distinguished burgh in the western part of Scotland; and to the expenditure which its people had made for many years in rendering the Clyde navigable for ships and other vessels engaged in importing and exporting home and foreign commodities; and in repairing and maintaining its bridge, confirmed all previous charters in its favour; of new gave the burgh to the magistrates and their successors; without prejudice to any former rights erected and incorporated the burgh "*in unum liberum burgum regalem*," with all privileges of "trade and traffic of merchandice."[3] This charter, the Commissioners on Municipal Corporations observe, may be said, with propriety, to have first placed the city in the rank of a burgh royal, holden of the crown, and bound in payment to the crown of burgh mail *(census burgalis)*, with the peculiarity of certain reserved rights to the original superiors, the archbishops of Glasgow, and to their hereditary bailies of regality, the Dukes of Lennox.[4] But on 17th August, 1639, the general assembly of the kirk ordained episcopal government and the civil places and power of kirkmen to be unlawful,[5] and on 6th June, 1640, parliament ratified the act of the assembly.[6] The king, then, on 6th September, 1641, granted to James, Duke of Lennox and Richmond, a charter, under his privy seal, by which he gave to the duke the lands

[1] Inventure of Writs, &c., p. 50, b. 26, No. 10.

See Sir William Brereton's description of Glasgow in 1636 (Appendix C).

[2] Glasgow Records, II., p. 90.

[3] Glasgow Charters, Part II., No. cx., pp. 375-95. This charter was confirmed by Parliament successively in 1641, 1661, and 1669 [Acts of Parliament, V., p. 473, and VII., pp. 220, 650. Glasgow Charters, Part II., No. cxviii.] The ancient royalty under this charter contained 1,768 acres.

[4] Reports, II., p. 5.

[5] Glasgow Charters, Part II., pp. 397-400, No. cxii.

[6] 1640, c. 19, Acts of Parliament, V., p. 276.

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and barony, with the castle, city, burgh, and regality of Glasgow, the full right of nominating and annually electing the provost, bailies, and other magistrates of the city, as amply as that right had belonged to the archbishop; and he further constituted the duke and his heirs lords of the regality of Glasgow and Bishop-forest, with power of justiciary therein.[1] And on the 16th of November, in the same year, an act of parliament empowered the burgh to elect its magistrates yearly at the accustomed time—the magistrates and council being bound to present yearly to the duke, as in place of the archbishop, a leet of three persons to be provost, of whom he should select one for the office; but if the duke or his commissioner were not within the burgh at the castle during the time of election, then the election of magistrates might nevertheless proceed.[2]

On 11th February, 1643, the town council appears to have recognised the necessity for providing against fire by directing £52 12s. (£4 7s. 8d. sterling) to be applied in paying for two dozen leather buckets and the charges for freight and carriage presumably from abroad.[3] On 27th October, 1649, moreover, Thomas Allane and the master of work were ordered to provide buckets in case of danger, and the Merchants' hospital and Trades' hospital were recommended to do the same.[4]

In a tax roll made up by the burghs in their convention at Queensferry, on 3rd July, 1649, Glasgow stood *fourth* as regarded its proportional liability for taxation —Edinburgh, Dundee, and Aberdeen alone being liable to a larger assessment.[5] The relative proportions of the four burghs were as follows:—Edinburgh, £36; Dundee, £7; Aberdeen, £6 13s. 4d.; and Glasgow, £6 10s. These proportions may be assumed to represent the then relative conditions of the larger burghs—that being the requirement of the Act, 1649, c. 193, passed on 7th March, 1649, according to which the tax rolls were subsequently made up.[6]

Meanwhile, as the population continued to grow, it became necessary to provide additional supplies of water, and the town council, on 20th April, 1650—during the Commonwealth, which extended from 30th January, 1649, till 29th January, 1661—resolved to set down a new well near the Greyfriar port.[7] On 11th May they appointed three persons

[1] Glasgow Charters, Part II., pp. 403-10, No. cxv. Ratified by the Act of Parliament, 1641, c. 273, 17th November, 1641; 1661, c. 235, 20th May, 1661; and 1669, c. 108, 23rd December, 1669 [Acts of Parliament, V., p. 506; VII., pp. 220-647.]

[2] Glasgow Charters, Part II., pp. 410-411, No. cxvi.

[3] Glasgow Records, II., p. 55.

[4] Council Records, p. 177.

[5] Convention Records, III., p. 331-2.

[6] Acts of Parliament, Vol. VI., part ii., p. 240.

[7] Glasgow Records, II., p. 186.

A map of the city and surrounding districts, as these existed at this date, will be found in Glasgow Charters, vol. I., part i.

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to take charge of this well, and to cause stones to be provided for its erection.[1] Whether it was then completed does not appear.

In 1650 the town council acquired the lands of Gorbals from Sir Robert Douglas of Blackerston, at the price of 120,000 merks (£6,666 13s. 4d. sterling), "with 2,000 merks (£111 2s. 2d. sterling) to his ladie;" and the purchase was made for behoof of Hutchesons' Hospital, the Crafts' Hospital, and the town, in the proportions of one-half for the first named, one-fourth for the second, and one-fourth for the third.[2] The conveyance of these lands to the town is dated 23rd February and 28th May, 1650, and was confirmed by the commissioners of the Duke of Lennox by charter, dated 8th September, 1655, and by Alexander, archbishop of Glasgow, by charter, dated 20th June, 1665. The conveyance of 1650, and charter of 1655, were ratified by the act of parliament of 20th May, 1661,[3] and by the act of 23rd December, 1669.[4]

Another great fire occurred in the city on 17th June, 1652. By it eighty closes were destroyed, and about one thousand families were displaced. The losses thus occasioned led the town council on the 22nd to declare that "unles spidie remidie be useit, and help soght out fra such as hes power and whois hartis God sall move, it is lyklie the towne sall come to outer ruin."[5] Arrangements were accordingly made to appeal to the people not only of Scotland but of England for subscriptions in aid of the sufferers, and on 17th September parliament ordered £1,000 to be contributed towards this object.[6] Serious as this calamity was deemed to be at the time, however, it can scarcely be doubted that the city owed to it afterwards much of the regularity and elegance it subsequently possessed. Previous to this time many of the older houses were of one storey, while those of a later date were of two storeys with wooden fronts, and generally thatched. The danger attendant on such a mode of construction seems to have led to the building of houses entirely of stone and covered with slate. Recognising the soundness of the maxim that "the saints help those who help themselves," the town council on 28th February, 1653, considering "the great necessitie they stand in from tyme to tyme for want of leather buccatis, seeing all

[1] Glasgow Records, II., p. 187.

[2] See further as to the Gorbals lands (Appendix D).

[3] 1661, c. 235, Acts of Parliament, VII., p. 220.

[4] 1669, c. 108, *Ibid.*, VII., p. 651.

[5] Council Records, II., p. 230. See also Glasgow Memorabilia, pp. 128-9.

[6] Acts of Parliament, Vol. VI., part ii., p. 755.

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they had of that kynd ar all stoline away and brockine, and to the effect that some of them may be had and provydit for," ordained that every person afterwards admitted burgess or burgess and guild brother should, in addition to his ordinary entrance money, pay £5 Scots (8s. 4d. sterling) "to help to buy buckets."[1] On 31st December three score leather buckets were ordered to be got for the town's use, with the word "Glasgow" printed upon them in great letters. These were ordered "to be sent home in twa several shipis."[2] This order must have been subsequently increased, for on 22nd July, 1654, it was reported that one hundred buckets had been brought home, to be paid for out of moneys collected and to be collected for the purpose from burgesses on admission. The dean of guild was ordered to see to the "commodious placeing and hinging of them, as also to provide common ladderis for the townes use."[3]

In August, 1654, the residents in the district adjoining the Greyfriars port applied to have a well placed there, and those in the Saltmarket and its vicinity craved to have a well made "neir Cumlachie," meaning, apparently, the burn of that name. A visitation was accordingly ordered to be made, and a report to be got as to these applications;[4] and the report which followed showed that both of these districts suffered from "skantnes" of water, and that additional supplies might be obtained at the places indicated. The council, therefore, on 12th August, ordered the master of works to hire men "to cause cast the boundis for the better downe setting of the saidis wellis, and to provyd materiallis necessar thairto."[5] On 9th September they ordered £15 sterling to be applied to the setting down of the well for the inhabitants in Saltmarket,[6] and, on the 23rd, the master of works was directed "to caus try farder the well" appointed on 12th August to be set down near the Greyfriar port. Recognising also, the "great necessitie of ane common well in Trongait," the council remitted to two persons to "try out the most commodious place for setting downe of ane well thair, and to put men to work for trying thairof."[7] This remit was followed, on 7th October, by an order to provide men and materials for proceeding with the work, and also with the construction of a well at the Greyfriar port.

[1] Glasgow Records, II., p. 260.
[2] *Ibid.*, II., p. 282.
[3] *Ibid.*, II., pp. 292, 293.
[4] *Ibid.*, II., p. 293.
[5] Glasgow Records, II., p. 294.
[6] *Ibid.*, II., p. 297.
[7] *Ibid.*, II., p. 298.

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On the same day an account of disbursements in setting down a well at the "Barrasyet,"[1] amounting to £121 6s. 8d. Scots (£10 2s. 2d. sterling), was approved, and the causeway about the well was ordered to be repaired. On 14th October, 1654, £5 8s. Scots (9s. sterling) were ordered to be paid to those who had "wroght for the trying out of the well at the Grayfreir port."[2] On 14th April, 1655, the Trongate well, appointed on 7th October, 1654, to be made, was ordered to be begun with all diligence.[3] On 12th May further expenditure on the "Barrasyet" well, and on the calsay connected with it, was sanctioned,[4] and on the 19th the master of works was appointed "to build twa stane heicht farder" about the well.[5] In August the inhabitants on both sides of the High Street, between the Cross and the College, applied to have a well set down near the entry to the Stinking Vennel, and on the 25th of that month orders were given to proceed with the work.[6] On 8th December the council authorised two dollars (about 9s. sterling) to be paid to any honest man who would keep the key of the "Barrasyet" well, and open and close it at convenient times.[7] On 10th May, 1656, two persons were appointed to superintend the construction of the well near the Stinking Vennel, and to hire men to proceed with the work and pay their wages.[8] Another well seems to have been provided for the inhabitants of the Saltmarket, as, on the same day, the council authorised the treasurer to pay £20 Scots (£1 13s. 4d. sterling) towards helping to build a well at the mouth of Camlachie for the "ease" of the neighbours in Saltmarket.[9] On 21st June the water in the well at the "Vennel" was ordered to be drawn and wrought in the same way as that in the Trongate well, but, if possible, "better and more commodious," and three persons were appointed to advise with craftsmen on the subject, and settle the matter with them.[10]

The management of the wells in the Trongate and at the Vennel was under the charge of the master of works, to whom it appears to have been a source of trouble, and their maintenance entailed considerable expense upon the town. The council, therefore, on 29th November, agreed with John Scott, a millwright, to manage these wells for a year, for payment of

[1] The port at the foot of the Saltmarket.
[2] Glasgow Records, II., p. 299.
[3] *Ibid.*, II., p. 311.
[4] *Ibid.*, II., p. 313.
[5] *Ibid.*, II., p. 314.
[6] Glasgow Records, II., p. 318.
[7] *Ibid.*, II., p. 323.
[8] *Ibid.*, II., p. 336.
[9] *Ibid.*, II., p. 336.
[10] *Ibid.*, II., p. 339.

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50 merks (£2 15s. 6d. sterling), and he undertook to uphold the wells in "cogis and rungis," and to pay two merks for each day during which either well lay idle through his default. But the town was to uphold all "ganging greth" when it either wore out or broke.[1]

On 17th August, 1655, the Lord Protector Cromwell and council ordered "Mr. Thomas Tucker, Register to the Commissioners for the Excise" in England, to be sent into Scotland to give his assistance in settling the excise and customs there, and, on the 24th of the same month, he was appointed a commissioner for customs and excise during his continuance there. On his return to London he presented a report, dated 20th November, 1656, in which he describes Glasgow as "a very neate burgh town lyeing upon the bankes of the river Cluyde."[2]

The shipping, he states, consisted of twelve vessels, of which three were of 150 tons burden, one of 140 tons, two of 100 tons, one of 50 tons, three of 30 tons, one of 15 tons, and one of 12 tons, representing in all 957 tons. The customs and excise drawn by the collector at Glasgow for the ports of Newark, Greenock, Fairly, &c., Bute, and Irvine, for the year ending September, 1656, amounted in all to £1,438 15s. 4d.

On 22nd September and 3rd November, 1655, the ladders provided by the town for use in suppressing fires were ordered to be placed as follows:—Five long and one short in the High kirk, six in the Grammar school, eight in the Fleshmarket, sixteen in "the Hospital" (probably the Merchants' Hospital in Bridgegate), and three in Colin Campbell's "hooft"[3] (probably at his house near the South port). But the inadequacy of these ladders to meet requirements in cases of sudden fires induced the council on 5th April, 1656, to ordain the heritors of "every close of lands" within the burgh to make and have in readiness a sufficient ladder, to be hung in a convenient place within their own property. Failure to comply with this order was appointed to be visited with a fine of £20 Scots (£1 13s. 4d. sterling) over and above subsequent compliance, and several persons were appointed to see that the order received effect.[4]

[1] Glasgow Records, II., p. 351.

[2] See Tucker's Report. Miscellany of the Scottish Burgh Records Society, pp. 26, 38, 42, 46 (Appendix E). See also Richard Franck's description of Glasgow in 1656 or 1657 (Appendix F).

[3] Glasgow Records, II., pp. 319-321.

[4] *Ibid.*, II., p. 331.

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Notwithstanding the requirements of the annual statutes of the town as to keeping the streets free of filth and obstructions, little attention seems to have been given to their enforcement save in anticipation of a royal visit, or a meeting of the General Assembly of the Kirk, or some other public occasion when strangers were expected to visit the city. Of what was done on these occasions an Act of Council on 19th April, 1656, may be taken as an illustration. In anticipation of a visit of the Judges on Circuit an act sets forth the necessity for the streets being "red and maid cleir of all middings and the lyke," and appointed thirteen persons "to have the care of everie streit for the cleinging thereof," with full power "ather to poynd or to ward all persons who refused to obey them anent thair removeing of thair midings of fulzie or the lyk af the streits, or in reding or cleinging the meikill gutter at the West Port." The districts assigned to the persons were the Trongate, the Gallowgate, the Saltmarket, the Bridgegate and Stockwell, the bounds above the Cross to Blackfriars kirk, and thence to the Wyndhead and its vicinity.[1]

The inadequacy of the bucket system for the suppression of fires appears to have been impressed upon the council at this time, and on 23rd August one of the bailies and the deacon convener were ordered to agree with James Colquhoun as to the making of an engine "for casting of water on land that is on fyre, as they have in Edinburgh." The money collected for the buckets was appointed to be applied in paying for this engine, as well as Colquhoun's expenses going to Edinburgh to see the engine there.[2] The Glasgow engine cost £25 sterling,[3] and was ordered to be placed near Colquhoun's residence, and a wooden house was appointed to be made for it.[4]

During the time of the Commonwealth the trading and manufacturing enterprise of Glasgow was considerably developed.

On 21st December, 1655, the Protector's Council in Scotland issued an order fixing the proportions in which the several counties and burghs were to contribute to a monthly assessment of £10,000 from 31st December, 1655, to 1st July, 1656. The proportions payable by the larger burghs were, by that order, determined to be as follows:—Edinburgh, £540; Dundee, £105; Aberdeen, £100; Glasgow, £97 10s.; Perth, £60; St. Andrews, £50; Inverness, £37 10s.; Kirkcaldy, £36; Montrose, £30; Linlithgow, £27 5s.; Haddington, £27; and Stirling, £16 10s. These proportions may doubtless indicate the ability of these towns respectively at the time to

[1] Records, II., 332.
[2] *Ibid.*, II., p. 345.
[3] *Ibid.*, II., p. 366.
[4] *Ibid.*, II., p. 368.
In 1658 a commendatory description of Glasgow is given in the "Perfect Politician," as quoted in Appendix to the 1830 edition of M'Ure's History of Glasgow (see Appendix G).

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bear taxation.[1] A tax imposed by the parliament at Westminster on 17th September, 1656, and 26th January, 1659, was levied on the burghs in the same proportions.[2]

On 20th May, 1661, an act of parliament was passed ratifying the rights and privileges of the burgh, and specially, *inter alia*, the charter granted by King Charles I., dated 16th October, 1636, and the act of parliament confirming it, dated 17th November, 1641, c. 235.[3]

In 1660—during the reign of King Charles II., which extended from 30th January, 1649, till 6th February, 1685—the population of the city is said to have been 14,678, nearly double of what it was fifty years previously.[4]

On 1st October, 1661, the council resolved to bring water into the High Street, through leaden pipes, from a well called Bogilles well, to which the town had right.[5] On the 19th this operation was entrusted to three persons, and the control of the well in Trongate was vested also in three persons.[6] On 31st January, 1662, all the old work of the Trongate well was ordered to be removed, and the well to be reconstructed.[7] On 28th June £33 Scots (£2 15s. sterling) were ordered to be paid for making and fitting a "bras cock to Bogilles well," and £9 12s. 6d. Scots (16s. sterling) for lead;[8] and on 6th December £60 15s. 8d. Scots (£5 1s. 3d. sterling) were authorised to be paid for building a well outside of the West Port. The dean of guild and the deacon convener were also appointed to set the well "in the most commodious way" to those who would give most for it.[9]

The growth of population, and presumably of traffic on the river, seem to have suggested at this time the need for increased facilities for loading and unloading boats and vessels at the burgh. A pier or jetty was no doubt then in existence, for a reference appears on 14th October, 1609, to the "pier and port at the Broomielaw,"[10] and on 13th August, 1631, to the "new haven in the Clyde."[11] But, on 9th August, 1662, the town council resolved, "for good reasons and considerations, and for the more commodious loading and landing of boats, that there should be a little quay built at the Broomielaw as early as possible."[12]

[1] Acts of Parliament, VI., ii., p. 837.

[2] *Ibid.*, pp. 849, 861, 879.

[3] 1661, c. 235, Acts of Parliament, VII., p. 220.

[4] See Jorevin De Rocheford's description of Glasgow *circa* 1661 (Appendix H).

[5] Glasgow Records II., pp. 469, 475, 483.

[6] *Ibid.*, II., p. 473-4.

[7] Glasgow Records, II., p. 481.

[8] *Ibid.*, II., p. 489.

[9] *Ibid.*, II., p. 498.

See John Ray's description of Glasgow *circa* 1662 (Appendix I).

[10] Glasgow Records, I., p. 306.

[11] *Ibid.*, II., p. 6.

[12] *Ibid.*, II., p. 491.

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On 17th January, 1663, the town council ordered the old work of the well at the Stinking Vennel to be removed, and the well there to be made similar to that in the Trongate.[1] On 25th July the new well outwith the West port was ordered to be opened, and on 21st August certain persons resident in Stockwellgate were appointed to see that the common well there was not "wronged" by "washing thereat or otherwayes."[2] On 5th December the keys of the common well at the Barresyet, or South port, were ordered to be given to a woman, who was appointed to be paid for opening and closing the well as others were previously.[3] On 18th June, 1664, this well was ordered to be heightened two stones round about, so as to protect children from danger arising from the heightening of the causeway,[4] and on 3rd September the well called Bogill's well was ordered to be slated in the most commodious way.[5]

The misgovernment of Scotland during the reign of Charles II., and the ruin of its foreign trade by the English Navigation Act of 1660, which provided that all trade with the English colonies should be conducted in English ships exclusively, seem to have thrown back for a time the growth of Glasgow, yet the commercial enterprise of its citizens appears to have been maintained.

The lands known as Milldamhead, Peitboig, and Dassie Green, situated to the east of Linningshaugh, and extending as far north as Camlachie Burn, obviously, at one time, formed part of the common lands of the burgh, but were feued out by the town council in 1588-9, "for releveing of thair necessitie." The extension of the buildings of the burgh over the ancient common lands seems, however, to have impressed the council about the middle of the seventeenth century with the propriety of acquiring the lands of Linningshaugh, and other lands now included in what in the present day is regarded as Glasgow Green. Accordingly, in 1662 and 1664, Linningshaugh was purchased, and the purchase in 1662 was followed by the acquisition of other portions of the Green from that date till 1792, as is shown in detail in a report by the writer of this paper on the common lands of the city, and especially on the Green.[6] Among the lands so acquired were Peitboig and Dassie Green in 1664, and Crooks of Milldam in 1665, 1671, 1684.

[1] MS. Council Records, IX.
[2] *Ibid.*
[3] *Ibid.*
[4] MS. Council Records, IX.
Ibid.
[6] See also Glasgow Protocols, No. 783.

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The condition of the streets at this time is indicated by two acts of the town council (1) of date 15th October, 1664, commanding all persons to remove their "red, stones and timber" off the High Street under the penalty of £20 Scots, and prohibiting fleshers and others from suffering their cattle to stand on the streets during the night under a penalty of 20s. for each animal;[1] and (2) of 20th September, 1666, which sets forth that the custom of the fleshers of the burgh had been to "slay and bluid" all animals slaughtered by them on both sides of the high street in Trongate, which custom "is verie lothsome to the beholders, and also raises ane filthie and noysome stink and flew to all manner of persons that passeth that way throu the King's high streit, and is maist unseimlie to be sein." It therefore commanded all fleshers to provide houses in "baksydis" for the slaughter of their cattle under a penalty of £100 Scots.[2]

On 3rd September, 1667, the town council acquired the lands of Ballenrick or Provan, with the teinds, parsonage and vicarage of these lands, from Sir Robert Hamilton of Silvertounhill, at the price of 106,000 merks (£5,888 17s. 9d. sterling), and the conveyance was followed by a charter under the great seal, dated 3rd March, 1669. The main portion of the lands thus acquired remained in the possession of the town till 1729, when they were sold.[3]

To enable the citizens to develop the commercial interests of the burgh which were then being established, it was deemed expedient to have a harbour established on the Clyde at the port of Glasgow, to which its vessels, and those which traded with it, might be brought. This object could not then, having regard to the shallowness of the river, and the obstructions which existed in its channel, be obtained above Dumbarton. Negotiations were accordingly opened with the magistrates of that burgh with a view to the requisite harbour being established there. But the overtures were unsuccessful, and the Glasgow authorities in January, 1668, purchased from Sir Patrick Maxwell of Newark about twenty-two acres of land adjoining the village of Newark, upon which they established Port-Glasgow. Sir Patrick Maxwell's conveyance of the land was confirmed by King Charles II. on 8th January, 1668. By his charter the king incorporated the land, so far as within the sea mark, into a port and harbour, to be called the port and harbour of Glasgow, and empowered the city to erect there a port and harbour for ships and boats and other vessels; to build bulwarks and a tolbooth; to create, yearly, bailies, clerks, officers, dempsters, and other members of court, to exercise exclusive baronial jurisdiction, civil and criminal; to levy and expend all customs and duties belonging to a port and harbour. This charter was ratified by parliament in 1669. On 7th July, 1677, the Lords of the Treasury and Exchequer ordained all goods which royal burghs were privileged to export and import, and which were exported or imported by the Clyde, to be loaded and unloaded at the port and at no other port or creek. A custom house was established at the port, but some time afterwards Sir John Shaw of Greenock, one of the tacksmen of customs, appears to have succeeded, by private application, in getting it

[1] MS. Council Records, IX.
[2] *Ibid.*
[3] As to Provan lands, see Appendix P.

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transferred to Greenock. This transfer was complained against by Glasgow, and on 2nd March, 1694, the city obtained a decree ordering the custom house to be brought back from Greenock and kept at Port-Glasgow as formerly. After the Union the burgh increased in size and importance, and extended over the neighbouring burgh of barony of Newark, which belonged to Mr. Hamilton of Wishaw.[1]

The bucket money, appointed on 28th February, 1653, to be levied from burgesses on their admission, appears to have been handed over to the Merchants' house and Trades' house. On 28th December, 1668, an act of council referring to the frequency of sudden fires in the city; the necessity for speedily quenching them when they occurred, and the fact that the hospitals of the merchants and crafts had the benefit of the "haill bucket monye," appointed the Merchants' house and Trades' house to cause one hundred leather buckets to be provided with all convenient diligence, and directed the bucket money "to run in the old channel."[2] At the same time every heritor and responsible person within the burgh was ordered, under a penalty of £20 Scots (£1 13s. 4d. sterling), to provide, previous to the next fair, a sufficient leather bucket, with the name of its owner upon it, and to have it in readiness for all occasions in his own house. He was, moreover, required, on the occasion of sudden fire in the town, to send out his ablest servants with the bucket to carry water.[3]

On 14th August, 1669, the town council prohibited fleshers in the Land Market killing mutton or hudron [sheep or young heifers] on the high street under penalty of £10 Scots, and, further, required them to keep their filth and pynches [offal and entrails] off the fore-gait.[4]

On 23rd April, 1670, proclamation was ordered charging all persons who had any of the "townes lethers" [ladders] to return them, and all persons who knew where any were to reveal the same to the master of works with certification that those who neglected to comply with the

[1] About this time "the great projector of trade," was one William Simpson. He built two ships at the Broomielaw, and brought them down the river in the time of a great flood. The place of the Glasgow shipping in these days was the bailliary of Cunningham in Ayrshire. He traded to Flanders, Poland, France, and Danzic." [M'Ure, p. 165.]

See James Brown's description of Glasgow in 1669 (Appendix J).

[2] MS. Council Records, X.

[3] *Ibid.*

[4] *Ibid.*

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order should be unlawed in quadruple the value of such ladders as might be found in their possession.[1]

On 13th July, 1670, the convention of burghs fixed the proportion to be paid by each burgh in respect of every £100 of burden imposed or to be imposed upon it, and the amount so fixed was approved of by parliament on 22nd August thereafter. The proportion applicable to each of the larger burghs was as follows:—Edinburgh, £33 6s. 8d.; Glasgow, £12; Aberdeen, £7; Dundee, £6 2s.; St. Andrews, £2 6s. 4d.; Kirkcaldy, £2 6s.[2]

On 29th October, in the same year, the town council considering, "the great abuse and filthiness" of the streets, charged all indwellers and booth-keepers of fore tenements within the ports of the burgh and dwellers in closes at the back of fore tenements forthwith, and in all time coming, on every Saturday, to cause the street to be harled and swept of all filth and dirt from the crown of the calsay to the drop of each of their respective fore tenements of land, the length of its front, and to remove the fulyie from the street immediately thereafter, under a penalty of four shillings Scots for each contravention of the order. All the inhabitants were also commanded to remove middings from the high street within eight days after publication of the order, and were prohibited in future from laying middings on the high streets "without the drop of the houses," except such as they carried away within forty eight hours after being laid out, under a penalty of £5 Scots for each contravention.[3]

On 6th July, 1676, the Convention of Burghs empowered the town council to sell portions of the common muir "for improvement of their common good and relief of the poor"—one of these portions being Liddels-bog and the other at Cowlairs[4]—and that act was ratified by parliament on 17th September, 1681. The act of ratification also confirmed conveyances of portions of the common muir granted by the town, with the consent of Alexander, then archbishop of Glasgow, on 22nd August, 1676—(1) to John Campbell of Woodside of the lands of Moodies Mailing and Peters Mailing; (2) to James Fairie, formerly bailie of the burgh, of the lands of Cowlairs, Seggieholm with its hill, and the west part of Sighthill; (3) to Ninian Anderson of the bog called Limehouse bog, with the pieces of ground on the east and west ends thereof, and pieces of moor on the east and north ends of the same. The act also confirmed a conveyance by Anderson of the Limehouse bog in favour of John Bell, then provost.[5]

Glasgow suffered another severe loss by fire on 3rd November, 1677. This fire, it is said, destroyed one hundred and thirty-six houses and shops, and rendered houseless between six and seven hundred persons; and with a view to prevent the recurrence of similar accident, the town

[1] MS. Council Records, X.
[2] Acts of Parliament, VIII., p. 23.
[3] MS. Council Records, X.
[4] Convention Records, III., p. 660.
[5] 1681, c. 157, Acts of Parliament, VIII., p. 431.

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council, on 4th December, required every person who built a house to conform to the building regulations then made.[1]

In 1678 the first attempt was made to establish a regular stage coach service between Edinburgh and Glasgow.[2]

On 21st December, 1680, the dean of guild and deacon convener were appointed by the town council "to caus help the old buckets, and to mak ane hundredth and fyftie new ones; as also to caus mak some short leddirs."[3] They were also appointed "to sight the spout made for quenching of fyre, and see if it can be made yet of use in caice of neid."[4]

In 1683 the convention of burghs altered their tax roll, and fixed the liability of the six largest burghs as follows:—Edinburgh, £33 6s. 8d.; Glasgow, £15; Aberdeen, £6; Dundee, £5; Perth, £3 17s.; and St. Andrews, £1 4s.[5]

During the reign of Charles II., after he ascended the throne in 1660, the presbyterians, especially in Glasgow and the centre and south of Scotland, suffered much from the high-handed action of the government in enforcing episcopacy upon the country. Immediately after the execution of his father, the king had subscribed both the solemn league and covenant and the national covenant, and on the faith of this the Scottish nation supported his claims to the throne, and took up arms against the Commonwealth of England. The king was therefore bound by every consideration of honour to fulfil his part of the compact with the Scots. But, after his accession, he induced the Scottish parliament in 1661 to pass the Recissory Act, followed in 1662 by an act declaring the ordering of the policy of the church to belong to the Crown, rescinding all acts not acknowledging the dependence of the church on the king as supreme, restoring and re-establishing its ancient government by archbishops and bishops, and depriving all ministers appointed subsequent to 1649 of their right to stipend till they had been presented by their lawful patron, and had been collated by the bishop of the diocese. In the following year the act of 1662 was ratified, and all persons who absented themselves from their parish churches were subjected to penalties. In 1669, again, the king was declared to have the supreme authority over all persons and in all causes ecclesiastical in the kingdom. In 1682 an oath renouncing the covenants was imposed, and in 1685 their acceptance was declared to be treason. Notwithstanding these and other statutes and ordinances to secure conformity, a

[1] Council Records, XI., 157-8. On 17th September, 1681, an act of parliament ordained all houses afterwards built in Glasgow, Aberdeen, Dundee, and Stirling to be "theiked with lead, sclait, scailzie, or tyle, and no otherways, under the highest pain and charge that after may follow" [1681, c. 97, Acts of Parliament, VIII., 357].

See Thomas Kirk's description of Glasgow in 1677 before this fire (Appendix K).

[2] See Appendix L.

[3] MS. Council Records.

[4] *Ibid.*

[5] Convention Records, IV., p. 40.

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large portion of the nation adhered loyally to presbyterianism and the covenants, and, refusing to give obedience to the arbitary edicts of the government, were subjected to the most odious persecution, and driven into rebellion. Asserting their inalienable right to worship God according to their consciences, they held their meetings in private houses and in conventicles on the hill sides, but against these meetings severe statutes were enacted. Those who preached, prayed, or expounded the scriptures at them were punished with death and confiscation of goods, and all who attended them were severely fined and punished as seditious persons. A reward of 500 merks was offered for their persons, or indemnity for their slaughter, and whoever refused to inform against them upon oath was punishable by imprisonment, arbitary fines, or transportation to the colonies. Glasgow contained many of these covenanters, and many of them, says Denholm, were hanged in the streets, the city was fined for allowing a presbyterian minister to preach within it, and it was occupied for a time by a highland host whose excesses caused universal exasperation. It is not to be wondered at, therefore, that under such circumstances retaliatory acts were done which, though not justifiable, are not to be harshly condemned.

In 1684 a great fire occurred in the Gallowgate, and for its suppression wet hides were taken out of the "tan-holes" of one John Woddrop (apparently a tanner) and spread over the sides and thatched roofs of the adjacent houses to protect them from the conflagration. Reparation was appointed on 26th September to be made to Woddrop for the loss which he thereby sustained.[1]

On 17th January, 1685, an act of Council, referring to the filthy condition of the streets, prohibited middings from being laid out on them and suffered to remain there longer than was necessary to their being removed. It renewed the order for streets being made clean once every week by each person opposite his own land, or by those who got the fulzie of the close, and that under a penalty of four shillings Scots, three whereof were to be retained by Thomas Urie for seeing the act put into execution, and one shilling was to be paid to the town officers. Urie was authorised to remove for his own use such fulzie as lay unduly on the streets.[2]

Charles was succeeded by his brother, king James VII., whose reign extended from 6th February, 1685, till his abdication on 11th December, 1688.

During his reign the persecution of the covenanters was continued, and an attempt was made to introduce popery. But a confederacy was formed against him, and his son-in-law, William, Prince of Orange, was invited to this country, and a declaration of rights was published both by England and Scotland.

On 19th September, 1685, the town council ordered a well to be "set down" at the West Port, and authorised £200 Scots (£16 13s. 4d.)

[1] MS. Council Records, X. [2] MS. Council Records, XII., p. 127.

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to be paid for executing the work.[1] On 8th September, 1688, the dean of guild reported that he had bought a house at the east side of the Spoutmouth, part of the site of which was to be used "for enlarging the entry to the spout;" and on the same day a remit was made to the provost and others to consider as to "setting doune a well in Saltmarket Street."[2] On 1st February, 1690, a proclamation issued by the town council against debaucherie, &c., *inter alia* prohibited the inhabitants from bringing water from the wells, or doing any other servile work on the Sabbath day, under a penalty of twenty shillings Scots.[3] The entry to the spout in the Gallowgate, authorised in September, 1688, having been found on 6th April, 1691, to be too narrow, the council appointed it to be widened;[4] and on the 27th of the same month the town council, considering "the great need and necessitie for enlargeing the entrie to the spout, in case of accidentall fyre," gave authority for the acquisition of additional property to enable the widening to be effected.[5] In consequence of a representation by several of the inhabitants, and particularly by those resident in the Saltmarket, setting forth the desirability of having a well put down in that street—"it being the most popular place in the toune, and worst furnished with water"—the town council on 28th June resolved that a well should be formed in waste ground on the east side of the street. Contributions towards the cost of the work were, however, to be collected from the inhabitants, and whatever expense might not be so met was to be paid by the town.[6] On 27th August an agreement for the acquisition of property for this purpose was reported to the council.[7] On 24th September a ruinous house on the east side of the entrance to the Spout well was appointed to be acquired, with a view to the widening of the entry to the well, which was "so narrow that there is not so much as roume for people to pass by other with burne stands, as also the entrie is so rough and uncalsied that people can verie hardlie enter to the said well any manner of way to carrie out water."[8] On 1st October, 1692, certain members of council were

[1] MS. Council Records, XII., pp. 140-1.
[2] *Ibid.*, p. 309.
See Thomas Morer's description of Glasgow in 1689 (Appendix M).
[3] MS. Council Records, XIII.
[4] MS. Council Records, XIII., p. 167.
[5] *Ibid.*, p. 180.
[6] *Ibid.*, p. 252.
[7] *Ibid.*, p. 255.
[8] *Ibid.*, p. 271.

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appointed to commune with John Wilson as to the price of a well which he had set down at the head of the Shitt Wynd,[1] with a view to its being taken over as a public well.[2]

At the Convention of Burghs, held on 5th July, 1688, Glasgow presented a petition setting forth the flourishing condition in which the burgh formerly was as compared with that which it then occupied, by reason of the great addition to the burdens laid upon it of recent years. Its then burdens were stated to be £1,250 sterling per annum, its trade for several years had been sadly decaying, and was then inconsiderable, as was known to the farmers of the king's customs, and the decay of its fishing was a "universal discouragement to the inhabitants." The convention was accordingly craved to appoint three or four of its members to visit the burgh and report on its condition. Eight commissioners were accordingly appointed, and any four were required to visit the burgh, enquire, and report to the next convention.[3] No report appears to have been then made, but on 15th July, 1689, the convention gave directions as to the number and quorum of the commissioners who were to visit the burgh.[4]

The arbitrary and unconstitutional action of James VII., and his flight to France on 23rd December, 1688, led to the crown both of England and Scotland being conferred on William of Orange and his wife Mary, a daughter of James, and their joint-reign as King William III. and Queen Mary II. extended from 13th February, 1689, till the death of the Queen on 28th December, 1694.

On 19th September, 1689, the king and queen granted a letter to the magistrates and citizens empowering them to elect their own magistrates for the year then ensuing, and that letter was followed, on 4th January, 1690, by a royal charter making the right perpetual, and also confirming all previous charters to the city by their majesties' predecessors.[5] This charter was confirmed by parliament on 14th June, 1690, and the city and council were empowered to elect their future provosts and magistrates as freely as any other burgh royal, but under reservation to their majesties of their right to the regality of Glasgow.[6] After this time Glasgow enjoyed the same freedom as regarded the election of its magistrates as did the city

[1] A wynd on the south side of Argyle Street, where St. Enoch's Wynd now is.

[2] MS. Council Records, XIII., p. 423.

[3] Convention Records, IV., pp. 77, 78.

[4] *Ibid.*, IV., 92.

[5] Original letter and charter in the archives of the city [Inventory of Writs, II., b. 1, No. 42].

A fac-simile of the letter is given in the catalogue of the "Old Glasgow" Exhibition, 1894, No. 972.

[6] 1690, c. 18. Acts of Parliament, IX., p. 153.

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of Edinburgh, or any other royal burgh within the kingdom. This and the previous charters to the city all related to what is termed the ancient royalty, corresponding to the area of the city parish of Glasgow previous to its recent amalgamation with the Barony parish.

On 8th July, 1690, the magistrates and council presented a petition to the Estates, in which they set forth that the debt contracted by their predecessors was then so large that the interest upon it exceeded the revenues and common good of the burgh. It was therefore necessary, they alleged, to sell a considerable part of the common good to defray some of the pressing debts. Authority was accordingly craved to do this, and in particular to sell the lands of Provan, applying the proceeds to the payment of debt. This application was granted conditionally on the Convention of Burghs finding such sale to be necessary.[1]

"The troubles arising from the war [with France] and the troubles at home"[2] are stated by the Convention of Burghs, on 12th July, 1690, as a reason for the delay in reporting the particular condition of certain burghs as to which enquiry had been ordered. Under these circumstances the visitations of these burghs was continued,[3] and instructions were given to the visitors.[4] But on 9th July, 1691, the convention, having regard to the "poverty, want, and decay of trade" in all the burghs, and the necessity for an equitable readjustment of the tax roll, considered it expedient to order every burgh to be visited, and the state of its trade and common good to be reported on. The instructions approved at the previous convention were also amended.[5] Under this remit Glasgow was visited, on 6th May, 1692, by the provost of Dundee and one of the bailies of Aberdeen. Their report set forth (1) that the common good of the burgh amounted on an average to £16,902 Scots (£1,408 10s. sterling), and its debt to £178,800 Scots (£14,900 sterling); (6) that the foreign export and import trade amounted to the value of £205,000 Scots (£17,083 6s. 8d. sterling) or thereby; that the most part of the retail inland trade by ships was included in the exports and imports; that about 20 tons of French wine, 20 butts of sack, and 10 or 12 butts of brandy or thereby, were vented and retailed annually, and that about 1,000 butts of malt were vented and consumed monthly; (7) that the burgh had 15 ships, whereof eight were lying in harbour [the average tonnage of which was 91 tons] and seven were abroad [the average tonnage of which

[1] 1690. c. 45, *Ibid.*, IX., p. 194.

[2] On 27th July, 1689, the troops of king William were defeated by the forces of viscount Dundee at Killiecrankie, when Dundee fell, but his death was followed by the dispersion of his highlanders, and the establishment of the king's authority. In the same year England declared war with France, and allied itself with Germany and Holland, but the allied troops were defeated at Fleurus in the following year. On 19th May, 1692, however, English supremacy at sea was successfully asserted at the battle of La Haugue, where the combined English and Dutch fleets defeated that of France collected to invade this country in support of James VII.

[3] Convention Records, IV., p. 114.

[4] *Ibid.*, p. 125.

[5] *Ibid.*, pp. 129, 130.

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was 65 tons]; that there were about eight lighters, kept for the most part by the merchants for their own use and carrying coals, whereof otherwise they had no profit; and that no other ships, barks, boats, or ferry-boats belonged to the burgh; (8) that Glasgow persons were owners and partners of four ships belonging to unfree burghs; (10) that the ministers, schoolmasters, and all other public servants were maintained out of the common good, which also (11) maintained all the public works of the burgh; and (12) that by the decay of trade a great number and many of the best houses in the burgh were waste, that nearly 500 houses were standing waste, that the inhabited houses had fallen nearly a third in rental, and that, with the exception of some large taverns, the best and worst houses were rented annually between £100 Scots (£8 6s. 8d. sterling) [not eight of them being inhabited by burghers] and £4 Scots (6s. 8d. sterling).[1]

On 10th July, 1691, the Convention of Burghs had under consideration a petition by the town council of Glasgow to sell the lands of Provan and such other lands and feu duties as belonged to the city, and to apply the proceeds in paying the town's debts. This application proceeded on a statement that the town had a "considerable time bygone flourished in its trade and inhabitants, and paid a large share of the public burdens contributed by the burgh;" that the previous magistrates had borrowed large sums, and had dilapidated the town's patrimony by increasing its debt and employing the common stock for "their own sinistrous ends and uses." The application was granted, and the proceeds of the sales thus authorised were ordered to be employed in paying the town's debts.[2]

At the Convention of Burghs held on 14th July, 1692, the tax roll was adjusted, and under it the proportion of Edinburgh was £32 6s. 8d.; while that of Glasgow was £15; Aberdeen was £6 1s.; Dundee, £4 13s. 4d.; Perth, £3; Kirkcaldy, £2 8s.; and Montrose, £2.[3]

The financial condition of the burgh in 1693 necessitated an application to parliament for authority to levy a duty of 2d. Scots on ale and beer, brewed, brought into the town, or sold within it or its suburbs, and this was granted on 15th June for a period of thirteen years. The act conferring this power recites "the great debts and burdens of the town," occasioned by the malversation of the former magistrates, "and the willingness of the sovereign and parliament," in regard of the loyalty and good affection of the burgh witnessed on all occasions since the late happy Revolution, "that Glasgow should be relieved and the debts payed in the easiest and most effectual manner."[4]

On 12th May, 1694, the council, under arrangements with Hutchesons' hospital, purchased from Ninian Hill, of Lambhill, the lands of Ramshorn and Meadowflat, at

[1] Convention Records, IV., pp. 581-585.

[2] *Ibid.*, p. 136.

[3] *Ibid.*, p. 161.

[4] 1693, c. 66. Acts of Parliament, IX., pp. 328-9. The right to levy this duty was continued by successive statutory renewals till the termination, in 1839, of the period fixed by the Act 39 George III., c. 40. Originally this duty was only leviable within the royalty, but was subsequently extended to the barony of Gorbals and its pertinents [Municipal Corporations Reports, II., p. 26].

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the price of 20,300 merks (£1,127 15s. 6⅔d. sterling), and subsequently conveyed them in feu to the hospital.[1]

On 20th June, 1695, and 25th September, 1696—during the reign of William III., which extended from 28th December, 1694, till 8th March, 1702—acts of parliament appointed a monthly cess to be paid by the burghs, and prescribed the proportions to be levied by each burgh.

Edinburgh had to provide £3,880 Scots (£323 6s. 8d. sterling); Glasgow, £1,800 Scots (£150 sterling); Aberdeen, £726 Scots (£60 10s. sterling); Dundee, £560 Scots (£46 13s. 4d. sterling); Perth, £360 Scots (£30 sterling); Kirkcaldy, £288 (£24 sterling); Haddington, £192 (£16 sterling); Linlithgow, £156 (£13 sterling); St. Andrews, £72 (£6 sterling); Montrose, £240 (£20 sterling); Stirling, £172 (£14 6s. 8d. sterling); Ayr, £128 (£10 13s. 4d. sterling).[2]

The improvement in the financial position of Glasgow indicated by the increase in the proportion of taxation which it had to bear, is attributed to the development in trading and manufacturing enterprise during the Protectorate, to which reference has been made.

How far the failure of the Darien expedition—which extended from 1695 till 1703, and to which the council as well as the citizens of Glasgow contributed—prejudicially affected the city cannot be ascertained. But the popular excitement which its collapse caused, and the angry passions which it excited, not only against King William for his hostility to the scheme, but against the English trading companies which had persistently opposed it, did much to popularise resistance to the negotiations for a union of the two kingdoms.

On 16th January, 1696, an act of the town council against "nestines," prohibited the casting out of windows by day or night, either on fore or back streets, or in lanes, or closes, any excrement, dirt, or urine, or other filth, or water, foul or clean, or the voyding or laying down of excrement or urine in turnpikes or stairs, or on the High Street, or other streets, lanes, closes, entries, or passages.[3]

[1] Upon these lands George Square and the adjacent thoroughfares have since been formed.

[2] 1695 c. 9, Acts of Parliament, IX., p. 371.

[3] MS. Council Records.

It must not be supposed that the condition of the streets of Glasgow was worse than that of other towns in early times. In a "Sketch of the History of the High Constables of Edinburgh" (1865) the writer of this paper thus referred to the condition of the capital in the end of the sixteenth and the early part of the seventeenth century: — "Confined in space, without the possibility of effective

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In 1700 there seem to have been ten public wells within and without the ports of the city, and on 6th February an agreement was entered into with one Andrew Whyte, hammerman, under which he engaged to keep these wells in good condition, with chains, buckets, shaves, and all other going graith and necessaries, and to lock and open them every evening and morning in due time. He also undertook to furnish the wells known as the "Four Sisters" and the Lady well with iron ladles, and all the wells with locks and bands, and to clean them out and keep them clean for a period of five years. In consideration of these services, Whyte was to receive five hundred merks (£27 15s. 6d. sterling) during each of these five years.[1] On 17th March, 1705, this agreement was renewed for five years at a yearly salary of four hundred merks (£22 4s. 4d. sterling).[2]

In 1700 the income of the corporation for the year is stated at £21,175 13s. 4d. Scots (£1,764 12s. 9⅓d. sterling), an excess of £4,273 13s. 4d. Scots (£356 2s. 9d. sterling) over what it was in 1692, and its expenditure at £24,289 Scots (£2,024 1s. 8d. sterling).

ventilation, with an inadequate supply of water, without those appliances for health, comfort, and decency, that now exist in the houses of almost the humblest citizen, the inhabitants of even the most fashionable localities of that time, and for a long period afterwards, were exposed to influences which sufficiently account for the frequent visits and deadly ravages of plague and pestilence. Notwithstanding the repeated proclamations of successive magistrates against depositing filth, on the streets and closes, and against throwing soil or refuse over the windows —emphasised as these proclamations were by threats of fines, imprisonment, the pillory, whipping, and banishment—the practice was continued far into the last century; and contemporary writers represent the sounding of ten o'clock from the steeple of St. Giles to have been the signal for a general and simultaneous discharge from the windows of every house, amid a chorus of '*Gxrdyloos.*' So sang the author of the Cloaciniad :—

'The clock strikes ten,
Now from a thousand windows cat'racts flow,
Which make a deluge on the streets below.'

The streets in fact were the receptacles of every description of filth," [p. 74].

It may be noticed that the prohibitions against the deposit of filth on streets, which were annually renewed in burghs, and were otherwise occasionally emphasised with so little effect, were little more than amplifications of a regulation on the Statutæ Gildæ of Berwick, framed probably about the middle of the thirteenth century, to the effect that it should not be lawful to any man to lay dung or filth, dirt or ashes, on the common way, or in the market, or upon the banks of the river, to the hurt or skaith of those dwelling in the vicinity. Every person contravening this enactment was subject to a penalty of eight shillings [Acts of Parliament I., 93*]. Ancient Laws and Customs (Scottish Burgh Records Society), p. 72.

[1] MS. Council Records, XVI., pp. 221-2.

[2] *Ibid.*, XVII., p. 224.

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On 10th July, 1702, the Convention of Burghs appointed a committee to visit Glasgow and report as to its common good, trade, and public works.[1] Five days previously the convention, in consideration of the "bad circumstances" of the burgh and the great loss it had lately sustained in its shipping, authorised 2,000 merks Scots (£111 1s. 1d. sterling) to be paid to it, and appointed the condition of the burgh to be considered at the next convention.[2] The Convention of 1703 met in Glasgow in August, but no reference is made in its minutes to the subject.

On 21st September, 1705, the imposition granted in 1693 of 2d. Scots per pint on ale and beer sold in the town, to be applied towards payment of debt, was continued for sixteen years. This grant was made under special conditions as to the application of the proceeds at the sight of the merchants' house and the trades' house. And the town council were prohibited from contracting debt save with the consent of those houses. Overseers of the imposition and its management were appointed, and it was burdened with the payment to Mr. James Anderson, W.S., of £3,600 Scots (£300 sterling), to enable him to print an account of the ancient charters and seals of the kingdom before the reign of king James I.[3] From this imposition Gorbals was exempted as paying excise with the shire.[4] Anderson's book was completed by Thomas Ruddiman, and published at Edinburgh in 1739, under the title—"Selectus Diplomatum et Numismatum Scotiæ Thesaurus."

The proportion in which, relatively to the other larger burghs, Glasgow was made liable to taxation for national and burghal objects subsequent to 1683 was in 1705 still farther increased.[5] Thus, while Edinburgh had been increased in 1697 to £40,[6] it was reduced in 1705 to £35, but Glasgow was increased from £15, at which it had been fixed in 1683, to £20. At the same time Aberdeen was raised to £4 18s., Dundee and Perth were fixed each at £4, and Stirling at £1 5s.[7]

On 8th July, 1706, the city represented to the convention its "great and unspeakable burdens," with a view to obtaining relief,[8] and on 5th July, 1707, it again represented its "bad circumstances" and the "great loss" it had recently sustained in its shipping, with the result that it received a grant of 2,000 merks Scots (£111 2s. 2d. sterling).[9]

The union with England was effected on 1st May, 1707, during the reign of Queen Anne,—which extended from 8th March, 1702, till 1st August, 1714,—and, though the cause of serious riots in Glasgow, and unpopular in Scotland for many years, proved very beneficial to the city.

Writing as to the effect of the union, Gibson says:—

"We may from this era date the prosperity of the City of Glasgow. Whatever efforts the inhabitants had made for the introduction and extension of commerce and

[1] Convention Records, IV., p. 340.
[2] *Ibid.*, p. 406.
[3] 1705, c. 54, Acts of Parliament, XI., p. 297.
[4] *Ibid.*, p. 298.
[5] Convention Records, IV., p. 371.
[6] *Ibid.*, p. 236.
[7] *Ibid.*, p. 371.
[8] *Ibid.*, p. 392.
[9] *Ibid.*, p. 406.

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manufactures prior to this time, they were but trifling and unimportant. By the Union the trade to America was laid open. The inhabitants were sensible of their advantageous situation on the west coast, and they began almost immediately to prosecute this commerce. The assiduous attention, the unwearied application which they have exerted ever since that period to the extending of their commerce, and to the introduction and improvement of manufactures, have proved the means of raising the inhabitants of Glasgow to that affluent condition which they are to be found in at present."

And describing the city as it then existed, he says :—

"It extended to the eastward as far as the Saracen's Head inn ; to the westward it reached no farther than the situation of the Black Bull inn [adjoining the West port]. . . . The number of people did not exceed 14,000, and they were in general poor ; manufactures, the only certain means of diffusing wealth over a whole people, were almost unknown ; and commerce, which, without manufactures, tends to the enriching of only a few, was carried on to a very trifling extent. The inhabitants subsisted by letting lodgings, and furnishing necessaries, to the young gentlemen who attended the college. By a sale of sugars and spirits distilled from them, and of goods the manufacture of both England and Scotland ; by the making of soap ; by the cultivation of some little land in their neighbourhood ; and by the advantages that resulted from the numbers who attended their weekly markets and fairs ; the body of the people were but a degree above want. The streets were crowded with beggars, both old and young, who were able and willing to work, could they have found employment."[1]

The effect of the union also appears in the subsequent increase of the population. A census taken by order of the magistrates in 1708 showed that the population then was 12,766, an increase of 818 over that in 1688, while four years later, viz., in 1712, the population had grown to 13,832, representing a further increase of 1,066.

On 5th January, 1708, the council appointed a committee to consider and report on "needful and expedient overtures as to accidental fires,"[2] and on 1st January, 1709, remitted the overtures for further consideration. Meanwhile they recommended the dean of guild to prepare "the instruments" mentioned in the overtures, with axes and other instruments considered by the committee to be needful.[3]

On 6th July, 1711, the Convention of Burghs allocated among Perth, Aberdeen, Glasgow, Anstruther Easter, Dumfries, Inverness, Irvine, Pittenweim, Dunfermline, Arbroath, and Crail £4 of the tax roll of the royal burghs which ought to be paid by

[1] History of Glasgow, pp. 105, 106.
[2] MS. Council Records, XVIII., p. 3.
[3] MS. Council Records, XVIII., pp. 93-4.

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unfree traders for communication of trade. This sum had been apportioned among the whole royal burghs at the previous convention, but in consideration of the great decay of trade in the majority of the burghs, and "the smallness of their common good," the convention of 1711 laid the whole £4 on the burghs mentioned. In this allocation, which may be presumed to indicate the relative ability of these towns to bear taxation, Glasgow was charged with £1 10s., while Aberdeen had to bear 16s., Dumfries 12s., Inverness 7s. 6d., and Perth 7s., all the others being considerably smaller. Against this allocation Aberdeen, Glasgow, Dumfries, and Arbroath protested, for reasons given in and recorded, and these were answered on behalf of the other burghs by the dean of guild of Edinburgh. The grounds of the dissent by Glasgow are instructive as to the then financial condition of the town.[1]

On 27th May, 1712, the town council, with reference to an act of parliament of Queen Anne of that session, appointed persons in each quarter of the burgh to make up for each quarter an account of the real rent of the several heritable subjects which had paid cess, and that account was submitted first to the council, and, on 16th July of the same year, to the convention of burghs.[2] The following is an abstract of the rental so prepared :—

	Householders.	Of whom Landowners.	Rental Scots Money.	Sterling Money.
East Quarter, -	846	93	£25,500 3 0	£2,125 0 3
South Quarter, -	877	185	19,523 14 8	1,626 19 7
West Quarter, -	787	227	21,763 5 4	1,813 12 1
Middle Quarter, -	470	104	17,203 6 8	1,433 12 3
North Quarter, -	689	246	10,091 0 4	840 18 4
	3,669	855	£94,081 10 0	£7,840 2 6

No information exists as to what arrangement in regard to the keeping of the wells was made in March, 1710, when the agreement made with Whyte in 1705 expired. But, on 3rd September, 1715, during the reign of king George I.,—which extended from 1st August, 1714, to 11th June, 1727,—the council appointed John Black, hammerman, to be keeper and overseer of the wells without and within the ports, on terms similar to those made with Whyte in 1705.[3]

In 1714 the tax roll of the burghs was adjusted to the effect of increasing the proportion of Edinburgh to £40, and reducing that of Glasgow to £16 14s. The

[1] Convention Records, V., pp. 9, 11, 14, 16, 18, 29, 36.

[2] MS. Council Records, XVIII., pp. 329-30, 345. Convention Records, V., p. 41.

[3] MS. Council Records, XIX., p. 147.

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proportion of Aberdeen was raised to £6, that of Dundee remained at £4, Perth was reduced to £2 18s., and Stirling remained at £1 5s.[1] In 1718 the tax roll was again adjusted with the result of reducing Edinburgh to £36, increasing Glasgow to £18 10s., Dundee to £4 10s., Perth to £3 8s., and Stirling to £1 8s., and continuing Aberdeen at £6.[2]

In 1715 an act of parliament continuing the imposition of twopence Scots on every pint of ale and beer sold within the city and its privileges, recites, among other things, the eminence of the city in situation, and its usefulness in trade and manufactures; its loyalty and zeal for the reformed religion, the constitution and the liberty of the people, and the insufficiency of the yearly revenues and common good of the city to meet the annual necessary charges of the government of the city. The act further declared that the building of a quay on the Clyde, from the Broomielaw to the Ducket Green,[3] would greatly improve the navigation of the river, and be a conveniency in loading and unloading goods, and it accordingly authorised the magistrates to advance for that building such sums as might be judged necessary by the Merchants' house and Trades' house.[4] The construction of the work thus authorised was duly proceeded with, and on 30th September, 1723, £10,548 18s. 8d. Scots (£879 1s. 6d. sterling) were reported to have been expended upon it.[5] Many other payments on account of the work were subsequently made.

On 27th June, 1720, a number of the heritors and inhabitants in the north quarter of the town represented to the council that, in consequence of their being no common well between the Old Vennel above the Cross and the well at the fore tower of the castle, they were very much exposed to risk from sudden fire and other inconveniences "especially in summer and harvest, when the private wells in the neighbourhood" were "for the most part dry." They therefore urged that a common well should be formed in a piece of waste ground belonging to the town "at the entry to the Grayfrier Wynd." A remit was thereupon made to the dean of guild, deacon convener, and master of works, to fix upon a spot at which a well should be formed, and to arrange with masons to execute the work.[6] The well thus authorised appears to have been formed at Buns Wynd,[7] and, on 2nd October, 1721, James Crois, mason, was ordered

[1] Convention Records, V., p. 139.

[2] *Ibid.*, p. 196.

See description of Glasgow in "The present state of Scotland" (Appendix N).

[3] "The doucat (*i.e.*, dovecot) on the Grene" is mentioned in the city's accounts in 1577-8 [Glasgow Records, I., p. 466]. In Ross' Map of Glasgow in 1773 the "Ducat Green" is shown as lying along the south side of the old Green, between Stockwell and Jamaica Street bridges.

[4] 1, George I., c. 44.

[5] MS. Council Records, XXI., p. 76.

[6] *Ibid.*, XX., p. 265.

[7] Another name for Greyfriars Wynd.

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to be paid £237 19s. 4d. Scots (£19 16s. 7d. sterling) for "cradling" it and for stones and workmen's wages.[1] This well, along with the other public wells, were also, on 18th November, placed under the charge of Black, who undertook it without addition to his wage,[2] and on 27th November his appointment as keeper and overseer was renewed for five years.[3]

In 1724 the council and the trades house acquired the lands of Barrowfield, upon which Bridgeton had been commenced. But in 1731 they resold them to Mr. John Orr, merchant in Glasgow, by whom the feuing of the village was prosecuted.

The price at which they were acquired in 1724 was £129,564 13s. 4d. Scots (£10,797 1s. 1d. sterling), and the city held three-fourths, while the trades house held one-fourth. On a portion of these lands, which previously belonged to Mr. John Walkinshaw, the village of Calton had been commenced to be built. The city retained this purchase till 1731, when they sold it, under certain exceptions, to Mr. Orr, at the price of £10,000 sterling, of which £2,500 were paid to the trades house.[4] Mr. Orr afterwards proceeded with the feuing, and in 1817 the villages of Old and New Calton, which then existed, were erected by the Crown into a burgh of barony.[5]

On 27th May, 1725, the town council, recognising the necessity for providing more effectively for the extinction of fires, resolved to procure a fire engine from London, the cost of which was £50.[6] On 11th December, moreover, the town council—considering that the town had on several occasions been alarmed by fire; that complaints had been made by the inhabitants that the breweries then existing in the city were erected in places unfit for that use, as being in the middle of closes in which were many thatched houses with narrow vents; that the neighbourhood was consequently endangered, as was shown by the fire which broke out "yesternight" in the Gallowgate, occasioned by the straitness and narrowness of the vent of one of these breweries; that several inhabitants who laboured land and kept inns were in

[1] MS. Council Records, XX., p. 449.

[2] *Ibid.*, XX., p. 473.

[3] *Ibid.*, XX., p. 478.

On 25th June, 1728, the magistrates and others were authorised to renew the agreement with Black, on such conditions as they might think proper [Council Records, XXI., p. 533].

[4] Council Records, XXII., pp. 197-8.

[5] Municipal Corporation Reports, II., p. 42.

[6] MS. Council Records, XXI., pp. 243, 293. Glasgow and its Clubs, p. 7.

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the practice of stacking their victual and hay within the town, in dangerously close proximity to thatched houses at the head of closes, and that consequently these stacks were a source of alarm to the inhabitants—ordained that no inhabitant should erect or establish any brewery or furnace for brewing or distilling within the burgh until they had obtained the sanction of the dean of guild and his brethren, after they had inspected "the place and braces and vents." It was, moreover, certified that if any one contravened this order he should be summarily imprisoned, and otherwise punished, and prohibited from using such breweries. The dean of guild and his brethren were accordingly recommended to visit all the breweries then existing, and to prohibit the use of such vents and furnaces as were found inconvenient and dangerous. Farther, it was ordained that no one should, under pain of imprisonment and other punishment at the will of the magistrates, stack victual or hay within the town otherwise than in places remote from houses, and in situations freest from danger.[1] Subsequently on 22nd January, 1726, the magistrates represented to the council that they had met with the proprietors of the sugar houses, and had received from them proposals to the following effect, viz.:—That upon the town's relieving the servants in these houses from keeping the town guard, in respect of their work having to be performed during the night as well as during the day, the sugar boiler of each house, with the servants therein to a number not less than ten, should be ready at all times when fire happened in the city, on being advertised by drum or bell or the first alarm thereof, to attend the magistrates and give their best assistance; and that the town should provide each sugar house with four slings and stands and buckets, so that upon the first occasion of fire the men should come to the place with the buckets filled with water, and thereafter observe the orders of the magistrates and those whom they should appoint. The council approved of these proposals, and remitted to the dean of guild and deacon convener to provide the requisite slings, stands, and buckets.[2]

On 12th September, again, the council, considering that an agreement had been signed by several heritors in the burgh for the mutual insurance

[1] MS. Council Records, XXI., pp. 318, 319.

[2] MS. Council Records, XXI., p. 329.

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of tenements and houses against loss by fire, authorised the provost to insure the town's corner house at the Cross on the same terms as the others, and to sign the requisite agreement.[1]

Between 1720 and 1728 the town council acquired the houses and lands required to enable them to form the street opposite to the Candleriggs from the Trongate to the Bridgegate, and named King Street; and about the same time Gibson's Wynd was altered and formed into a street leading from Saltmarket Street to King Street, and named Princes Street.[2]

On 14th July, 1726, the tax roll of the burghs was fixed by the Convention of Burghs, and the proportions payable by the six largest burghs were as follow:—Edinburgh, £36; Glasgow, £18 10s.; Aberdeen, £6 19s.; Dundee, £4 10s.; Perth, £3 8s.; and Montrose, £2 4s.[3]

Chapter II.—1730-1801.

The reign of king George II. extended from 11th June, 1727, till 25th October, 1760.

In 1728 a readjustment of the tax roll of the burghs took place, with the result that the proportion of Edinburgh was reduced from £36 to £34 10s., while that of Glasgow was increased from £18 10s. to £21 10s. Aberdeen was reduced from £6 19s., to which it had been raised in 1726,[4] to £6 1s. Ayr was reduced from 18s. to 15s., and the other burghs remained as fixed in 1714.[5] In 1730 the proportion of Glasgow was reduced from £21 10s. to £19 10s., and Aberdeen from £6 1s. to £5 18s., while Dundee was increased from £4 10s. to £4 18s., and the other larger burghs remained as before.[6]

On 2nd July, 1729, Glasgow presented a petition to the Convention of Burghs "setting forth the low state of the burgh," and craving its authority to feu out the lands and barony of Provan, or any part of the commonty. This petition was remitted to a committee, which on the following day reported that the granting of the petition "would tend to the benefit of the burgh." The authority sought was accordingly given, and as the "state of the trade" of the burgh had "of late appeared to be in a languishing condition," a committee was appointed to visit the burgh and report as to its trade and common good.[7] Under the authority thus

[1] MS. Council Records, XXI., p. 345.

[2] *Ibid.*, XX., p. 496.

See Daniel Defoe's description of Glasgow in 1726 (Appendix O).

[3] Convention Records, V., p. 401.

[4] Convention Records, V., p. 401.

[5] *Ibid.*, V., p. 478.

[6] *Ibid.*, V., p. 507.

[7] *Ibid.*, V., p. 490.

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obtained the town council sold 2,012 acres of the lands of Provan to Robert Lang and three others, four merchants in Glasgow, for the sum of £64,495 12s. Scots (£5,374 12s. 8d. sterling) and an annual feu-duty of £108 8s. sterling.[1] The lands of Petershill were feued out to William Stobo about the same time,[2] and in 1730 a portion of Wester Common, afterwards called Hamilton Hill, was feued to James Rae[3]—coal and stone quarries being in each case reserved to the town.

On 27th August, 1730, a pump was ordered to be put on the Trongate well, while on 20th April, 1731, a pump well was appointed to be formed in the Bridgegate. A pump was also directed to be placed in the well above the Cross at the Old Vennel, and, if the committee to which the matter was remitted thought proper, a timber pump on the well at the Barras port at the foot of the Saltmarket.[4] On 13th May, a committee was authorised to agree with Black as to the keeping of the wells,[5] but, as several of those under his charge had been converted into pump wells, so superseding the use of buckets, the magistrates were empowered on 6th September to fix Black's wage with reference to the altered circumstances.[6] On the same date the timber pump on the well at Barras port was ordered to be replaced by one of lead.[7]

In compliance with a petition by the heritors and inhabitants at Gallowgate, the council, on 21st September, 1732, resolved to establish a pump well near the head of that street, and appointed a committee to report as to setting down a well in the north quarter.[8] The committee seem to have reported in favour of the proposal, and, on 24th August, 1733, the council agreed that trial should be made for a well in the

[1] MS. Council Records, XXII., pp. 60-64.

As to this transaction see Appendix P.

[2] MS. Council Records XXII., p. 195.

[3] Stobo had got a forty-five years' lease of the "lands of Petershill, with the loch on the south side thereof." He expended money in draining the loch, and in 1729 obtained a feu right to the lands and loch for payment of 3,500 merks Scots (£194 8s. 10d. sterling) in cash, and 100 merks (£5 11s. 1d. sterling) of yearly feu-duty [City Chartulary, XXIII., p. 34].

Rae paid £1,459 3s. 4d. Scots (£121 11s. 11d. sterling) in cash, and a yearly feu-duty of 100 merks (£5 11s. 1d. sterling) [City Chartulary, XXVI., p. 272]. Rae's property appears to have been subsequently acquired by one Robert Hamilton, and to have been afterwards known as Hamilton Hill.

[4] MS. Council Records, XXII., p. 287.

[5] *Ibid.*, p. 302.

[6] *Ibid.*, p. 330.

[7] *Ibid.*, p. 331.

[8] *Ibid.*, p. 462.

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district.[1] On 28th March, 1735, the magistrates were appointed to consider the expediency of placing a pump on the well at the Green, and, if they thought proper, to erect it;[2] and, on 24th June, a new well was ordered to be placed at or near the Spoutmouth, and another in the Trongate between the Cross and the Guard-house, and it was remitted to the dean of guild to have the ground bored for water.[3]

In 1733 the town's hospital was erected at the joint expense of the town council, general session, trades house, and merchants house, and out of the produce of

[1] MS. Council Records, XXIII., p. 61.

[2] *Ibid.*, p. 222.

[3] MS. Council Records, XXIII., p. 246. In M'Ure's History of Glasgow, published in 1736, he states :—"In the city there is plenty of water, there being sweet water wells in several closes of the town, besides sixteen public wells, which serve the city night and day as need requires, all with pumps in them for drawing the water" [Edition 1830, p. 122].

He mentions also that there were eight ports or gates within the city, and ten principal streets, with seventeen lanes or wynds (p. 122).

Denholm specifies the ports as follows: —(1) At the northern extremity of the city the Stable Green port, built betwixt the wall surrounding the castle garden and the west side of the street; (2) the Castle port, on the opposite side of the Archbishop's palace, across the street leading to the Cathedral, and not far from the entrance into the High church yard; (3) what appears to have been a port at the western extremity of the Rottenrow; (4) what appears to have been a port at the eastern extremity of the Drygate; (5) the Gallowgate port immediately to the west of St. Mungo's Lane or Burnt Barns, extending across the street to the Saracen's Head Inn; (6) the West port at the termination of the Trongate, extending from the house at the head of the Stockwell, on the west side, to the house on the north side of street; (7) the Water port at the foot of the Stockwell; and (8) a gate at the junction of Bell's Wynd with Candleriggs Street [Denholm, pp. 113, 114].

As regards the ports Nos. 3 and 4, he states that the space between them was "anciently reckoned the breadth of the city from east to west, and measured 1,118 ells."

The ports Nos. 5 and 6, he states, were "in more modern times reckoned the limits of Glasgow as to its extent from east to west, there being only a few thatched houses without."

The streets, as M'Ure gives them, were High-Kirk Street, Drygate Street, Rottenrow Street, Gallowgate Street, Saltmarket Street, Gibson's Lane, afterwards called Princes Street, Bridge Street, Stockwellgate, afterwards Stockwell Street, St. Enoch's Street, afterwards Tron Street or Trongate, and King Street.

The wynds or lanes enumerated by him were Limmerfield Wynd, Greyfriars Wynd, afterwards Bun's Wynd, New Vennel, Grammar School Wynd, Blackfriars Wynd, Bell's Wynd, Old Vennel, Spoutmouth Wynd, Baker's Wynd, afterwards St. Andrew's Street, Armour's Wynd, Main's Wynd, afterwards Back Wynd, New Wynd, Old Wynd, Aird's Wynd or Goosedubs, Moody's Wynd, and St. Enoch's Wynd [M'Ure, pp. 123-33].

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assessments to accommodate the poor who had previously been supported under a system of out-of-door relief. It was situated at the old green, having a frontage to Clyde Street, and was opened on 15th November of the same year.

In 1735 the tax roll of the burghs showed two unimportant changes so far as the larger burghs were concerned. Glasgow was reduced from £19 10s. to £18 10s., and Stirling was increased from £1 8s. to £1 16s.[1] But in 1737 Stirling was reduced to its former amount.[2]

Gibson gives a list of the ships, brigantines, and sloops belonging to the Clyde at this time. Of these, 15 traded with Virginia, 4 with Jamaica, 2 with Antigua, 2 with St. Kitts, 6 with London, 3 with Boston, 4 with the Straits Settlements, 1 with Gibraltar, 1 with Barbadoes, 2 with Holland, 7 with Stockholm, and 20 with Ireland, places on the river, or in the coasting trade. The whole shipping in the Clyde, he believed, did not exceed 5,600 tons.[3]

In 1735-6 the ale and beer tax allowed to the city in 1715 was continued for twenty-five years and extended to the village of Gorbals and to Port-Glasgow.[4]

With a view to improve their harbour and the approach to it, the town council, on 2nd July, 1736, ordered the quay at Broomielaw to be cleansed, and appointed a committee to inspect the sand banks and fords below the quay, and to expend a sum not exceeding £20 sterling in an experiment in operating on one of the banks.[5]

Writing at this time M'Ure gives a description of the city, with its parks, malt mills, coal supply, building materials, and bridges.[6]

On 23rd January, 1738, the town council, being of opinion that more "water machines for fire," and four additional long ladders, should be provided, remitted to the magistrates to meet with the directors of the Friendly Fire Insurance Company and ascertain whether they would contribute to the cost of the machines. Three persons were at the same time appointed to inspect the town's ladders and report on their condition, and as to how far they could be repaired.[7]

On 30th May following, such repairs as were necessary were ordered to be made on the well in the New Green.[8] On 3rd January, 1740, a petition by the heritors "without the Gallowgate" to have the draw well there converted into a pump well, was remitted to a committee for consideration,[9] and, on 8th May, the magistrates were appointed to

[1] Convention Records, V., p. 598.

[2] *Ibid.*, V., p. 631. The records of the Convention subsequent to 1738 have not been published.

[3] Gibson's History of Glasgow, pp. 210-1.

[4] 9, George II., c. 31.

[5] MS. Council Records, XXIII., p. 348.

[6] M'Ure's History of Glasgow, pp. 120-122. See Appendix Q.

[7] MS. Council Records, XXIII., pp. 492-3.

[8] *Ibid.*, XXIII., p. 530.

[9] *Ibid.*, XXIV., p. 159.

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cause a new well to be placed outside of the Gallowgate port—the old well being out of order and useless. They were also directed to confer with the proprietor of Barrowfield as to his contributing to the cost of the new well, in respect of its "service of the Calton people."[1] On the same day also the council granted a petition by John Neilson, in Garroch, proprietor of a malt kiln, yard and houses at the mouth of the Cow-loan, now Queen Street, to be permitted to dig for a well between the street and the "syer" opposite to his kiln, and to carry the water from it into the kiln by an underground pipe, subject to the condition that, if the spring proved good, the inhabitants should also have the benefit of water from it.[2] On 17th September the council had under consideration a petition by William Downie and other heritors and inhabitants without the Gallowgate port, setting forth that the common draw well there was useless, and that, after making several borings, they had reason to believe water could be got in a piece of ground indicated, which belonged to the town. They therefore craved permission to dig that ground, and, if water was found, to erect a pump well there, on the charge of the petitioners and such other persons as might join with them. This petition the council granted, subject to the condition that the well to be formed should be common to the whole neighbourhood and inhabitants.[3]

In 1740 the population of the city was 17,043, an increase of 3,211 since 1712.

On 8th May, 1740, the town council agreed to expend £100 sterling in deepening the channel of the river below the Broomielaw, and ordered the building of a flat-bottomed boat for carrying off the sand and shingle from the banks.[4]

On 28th April, 1741, lead pipes were ordered to be substituted for wooden pipes in the well at the New Green.[5] On 9th February, 1742, heritors and inhabitants in the Trongate petitioned the council to cause an inspection to be made of the pump well in the Trongate, "opposite to the Laigh Kirk," and means to be used for recovering and preserving the spring which supplied it.[6] On 21st April, 1747, William Downie, on whose petition, along with that of others, the council, on 17th

[1] MS. Council Records, XXIII., p. 200.
[2] *Ibid.*, p. 199.
[3] *Ibid.*, XXIV., p. 237.
[4] MS. Council Records, XXIV., p. 198.
[5] *Ibid.*, p. 314.
[6] *Ibid.*, p. 409.

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September, 1740, had authorised a well and pump to be placed without the Gallowgate port, near to the entry of the Calton, represented that, though the work had been executed on the faith of the neighbours contributing to the expense, they had, nevertheless—though frequently applied to—failed to contribute. He therefore asked to be allowed to lock the well, and keep the key, so as to exclude the defaulters from access to it till they had paid their respective shares of the cost. The well, he stated, would, however, always be available on the occurrence of fire. The council granted the request, but reserved right to determine the proportions which the several neighbours should pay as a condition of being allowed to use the well.[1]

In 1743 the population of the city was 18,366, an increase of 1,323 since 1740.[2]

On 7th May, 1747, the directors of the Fire Insurance Society represented to the council that unless measures were concerted for keeping the fire machines of the town and the society in proper order, and for having fit persons always ready to manage them when fires happened, fatal consequences might result. To prevent these, the council were recommended to enact the following regulations:—(1) That Robert Craig, smith, should have charge of the three fire machines, keeping them in good order, and superintending the extinction of all accidental fires, and having the care of all the water stands and relative appliances; that in consideration of his performance of these duties he should be exempted from all trade stent, watching, warding and quartering of soldiers, and should besides be allowed a yearly salary of five pounds sterling, one half of which should be paid by the town and the other half by the society, the town and society likewise paying equally the whole expenses of repairing and maintaining the three fire machines, water stands, and other appliances for extinguishing fires. (2) That twenty-four able men (recommended by Craig) should be appointed by the magistrates, and be instructed in working the fire machines, for which object they should be obliged, under Craig's direction, to play them all off on the first Tuesday of each quarter; that each of these men should be paid five shillings sterling yearly, besides a reasonable gratification for his service when employed at other times in extin-

[1] MS. Council Records, XXV., p. 379.

[2] See Dr. Alexander Carlyle's impressions of Glasgow and its society between 1743 and 1745 (Appendix R).

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guishing fires; that each should be provided with a strong leather cap, having the Glasgow arms painted in front, so as to distinguish him on occasions of fire; that the expenses of these caps, and the yearly salaries and occasional gratifications, and other small payments made by Craig to other persons employed by him as to fires, should be paid by the town and society equally. (3) That intimation should be made yearly to the servants of the tan yards, sugar-houses, &c., who had been complimented with burgess tickets, that upon the first alarm they should repair to where the fire machines were lodged, and carry them to the houses on fire, and assist in extinguishing the fires. (4) That as Craig had been for many years employed in taking care of the two fire machines, and had always readily assisted in extinguishing accidental fires without asking any remuneration, but only payment to those employed under him, to several of whom he was still indebted, the council should pay him two guineas and a half, and also order the keeper of the weigh-house to deliver to him several water stands which belonged to the society, and which were first lodged in the fish market, but were afterwards removed into the weigh-house, without orders, by the keeper of the weigh-house, "during the time of the late public confusions," and detained there for weigh-house dues. On considering that representation the council agreed to it, and ordained the recommendations to receive effect in future.[1]

In 1747 the town feued to John Young 21 acres 3 roods, being—with the exception of 1 acre 3 roods afterwards referred to—apparently all that remained in their possession of the moor of Wester common. The price was £130 sterling in cash, with a yearly feu-duty of £20 Scots (£1 13s. 4d. sterling). The excepted portion containing 1 acre 3 roods was sold shortly afterwards for £10 sterling to Robert Hamilton, owner of adjoining parts of the common, then named Hamilton Hill.[2] Stone quarries and coal in Wester common were reserved to the town, whose lessees worked the Hamilton Hill colliery, intermittently, to so recent a date as 1891.

On 25th July, 1748, a fire broke out in the house of one John King, vintner, in Saltmarket, but "by the assistance of the water engines it was prevented from spreading farther." King and a gentleman lodging in the house were, however, burned to death. In the following year,

[1] MS. Council Records, XXV., pp. 385-7.

[2] MS. Council Records, XXV., pp. 384, 455; XXVI., p. 145.

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on 5th June, another fire broke out in a house in Gorbals, between seven and eight o'clock on Saturday night, and, "notwithstanding of the utmost endeavours of the watermen with their fire-engines, which played upon it incessantly," burned till four o'clock on Sunday morning. This fire is said to have caused more "devastation" than any which had happened for sixty years.[1]

In 1749 a public conveyance, called "the Glasgow and Edinburgh Caravan," was started between the two cities.[2]

The West port was taken down in 1751,[3] and the Gallowgate port about the year 1754.[4]

On 1751-2 an act of parliament authorised the post road from Falkirk to Kilsyth and to Inchbellie Bridge to be repaired.[5]

For many years the town council had been endeavouring to improve the channel of the river, but their efforts seem to have been of a partial character. About this time, however, whether under professional employment, or spontaneously, does not appear, one James Stirling, mathematician in Glasgow, surveyed the river with a view to deepening it by locks, and, in recognition of that work, the council presented him with a silver tea kettle and lamp, weighing 66¼ ounces, at a cost of £26 10s. Upon this plate the town's arms were engraved at a cost of £1 14s. 4d.

On 17th June, 1753, William Miller, Jun., son of William Miller, merchant, was appointed overseer of the wells, pumps, and water-machines of the city, and undertook to keep them in good order at a salary of £15 sterling, per annum, commencing on 1st August following.[6] On 6th May, 1756, several inhabitants of the Townhead represented that there was great scarcity of water there, but that a well existed in a yard belonging to the Trades' house, which afforded an abundant supply, that could, at small expense, be carried to the High Street, where the petitioners might draw it. They, therefore, petitioned that the water might be so brought to a pump well in High Street for the service of the inhabitants. The council remitted the petition to the magistrates, dean of guild, and convener to visit the well and do what might be necessary.[7] In consequence of Miller's

[1] Glasgow Journal, quoted in M'Ure's History of Glasgow, p. 329. Chronicles of St. Mungo, pp. 277, 278.

[2] See Appendix L.

[3] MS. Council Records, XXVI., p. 145.

[4] MS. Council Records, XXVI., p. 460.

[5] 25, George II., c. 28.

[6] MS. Council Records, XXVI., p. 302.

[7] *Ibid.*, XXVII., p. 67.

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negligence, the council, on 5th August, 1757, rescinded his appointment as overseer of the wells, and appointed Charles Hunter, hammerman, to that office for the year to Lammas following; and he engaged to keep the wells, pumps, and water-machines in good order, and to clean the water-machines every quarter. One of the bailies was, at the same time, directed to acquaint the fire insurance company of this order.[1]

At this time there was only a rough quay along the Broomielaw—then, as the name implies—partly covered with broom. The quay was furnished with a solitary crane, for which there was very little use, as the river was full of sandbanks, and boats and gabberts of only six tons burden and under could ascend the Clyde. Often for weeks together not a single masted vessel was to be seen in the river.[2]

The steady growth of Glasgow and the mercantile developments of the city and surrounding districts necessitated improved means of communication, and led to the obtaining, in 1752 and 1753, and subsequent years, of acts of parliament authorising the formation and repair of various roads. That in 1752, already mentioned, provided for the making of a footroad from Falkirk to Kilsyth and Inchbelly Bridge.[3] In 1753 two acts were passed—that of principal importance to Glasgow referred to roads in the counties of Lanark, Renfrew, and Dumbarton, all radiating from or leading into the city. It constituted two sets of trustees for repairing and keeping in repair the several roads after mentioned. These roads were stated to be "the principal roads to and from the city, and much frequented by travellers," and their repair was said to be "of great consequence to the commerce of the country, and the convenient marching of his majesty's troops." The act stated, however, that these roads "by the deepness of the soil in some places," and their "narrowness and ruggedness" in others were, in many parts, impassable in winter for wheel carriages and horses, and very dangerous for travellers. Several bridges upon them were also declared to be in a ruinous condition, and new bridges were necessary. These roads were (first) those from Inchbelly bridge through Kirkintilloch to the city; from the city to the following places, viz,, to the town of Dumbarton, to the east end of the bridge at Renfrew, to the chapel of Cambuslang, to Luggie water and thence to Cumbernauld and Redburn bridge, through Cowcaddens to the mill ford of Garscube, and from Airdrie to the city through Shettleston till its junction with the great road from Murichall to the city; and (second) from Gorbals to Floak bridge by Corsehill and Cathcart, and from Cathcart to the kirk of Carmunnock; from Gorbals to Easter Grange by Marchtown (Strathbungo), Pollokshaws, and Snypes, and from Pollokshaws to the kirk of Eastwood; and from Gorbals to Clerkbridge by three-mile house, Paisley, and Quarreltown, and the road therefrom to Johnstone bridge. This act also prescribed the tolls to be levied on these

[1] MS. Council Records, XXVII., p. 174.

[2] Smiles' Lives of the Engineers (Boulton & Watt), p. 20.

[3] 26, George II., c. 28.

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roads for twenty-one years from and after 22nd August, 1753,[1] but was explained and amended by another passed in the following year.[2]

In 1753 another act was obtained constituting trustees for repairing and keeping in repair (1) the high road from Edinburgh to Glasgow through the counties of Linlithgow and Lanark, and (2) a branch of that road from Murichall by Hamilton to Strathaven, both of which were declared to be "very much frequented, being the nearest roads from Edinburgh to Glasgow, and also to Ayr, Kilmarnock, Irvine, Saltcoats, and Portpatrick." It also specified the tolls to be levied on them.[3]

About this time another public conveyance was established between Glasgow and Edinburgh, and made the journey in less than a day and a half. In consideration of this feat it was named the "Fly."

In 1754-5 an act of parliament authorised a lighthouse to be erected at the southmost end of Little Cumray.[4]

In 1755 the town council feued to Hugh Tennant 42 acres of the lands of Easter Common, reserving stone and coal, for payment of £280 sterling in cash, and £10 sterling of yearly feu-duty. In the feu contract it is narrated that "the lands of Easter Common having, past all memory, been barren and sterile, and never having been ploughed, or yielded any rent or profit to the council and community," the magistrates, "for improving thereof," had disposed of the lands by public roup.[5]

Richard Pococke, lord bishop successively of Ossory and Meath, visited Scotland on three occasions, in 1747, 1750, and 1760. Both in 1747 and 1760 he was in Glasgow, and in the latter year he describes his impressions of the city.[6]

In 1757 the population of the city and suburbs was 25,546, an increase since 1743 of 7,180.

Following apparently upon Stirling's report in 1752, the town council employed John Smeaton, afterwards the engineer of the Eddystone lighthouse, to advise them as to the best means of deepening and improving the river, and, on his report, the first act of parliament as to the Clyde Navigation was obtained in 1758.[7]

[1] 26, George II., c. 90.

[2] 27, George II., c. 27.

[3] 26, George II., c. 81. There were acts in 1789 and 1791 amending and enlarging the powers.

[4] 29, George II., c. 20. The River Clyde and Harbour of Glasgow, p. 63.

[5] City Chartulary, XXI., p. 513.

[6] See Bishop Pococke's description of Glasgow (Appendix S).

Pococke's Tours in Scotland, 1747, 1750, 1760 (Scottish History Society), pp. 51, 52.

[7] 32, George II., c. 62. The nature of Smeaton's report, and the works which followed on this act, are indicated in a paper on "The River Clyde and the Harbour of Glasgow," by the author of this work (1898).

Smeaton is said to have received in 1756 an honorarium of twenty guineas for his report on the Clyde.

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It set forth that the river from Dumbuck to the bridge of Glasgow was so shallow in various places that boats, lighters, barges, and other vessels could not pass to and from the city except in time of flood at spring tides, and conferred authority on the council to cleanse, scour, straighten, enlarge, and improve that portion of the river, and to erect such locks, weirs, dams, cuts, and other works as they deemed necessary for promoting the navigation.

A bridge over the Clyde at Glasgow is referred to in a charter dated in 1285,[1] and it is said that in 1345 Bishop Rae constructed the bridge of eight arches and twelve feet wide, which extended across the river from the south end of Stockwell to Gorbals and Hutchesontown. The legend cannot be accepted, however, and it seems much more probable that the bridge was constructed during the episcopate of Bishop Glendoning, who died in 1408, or of his successor, Bishop Lawder, who died in 1425. Repairs were made on the bridge in 1654, but in 1671 the southmost arch fell, and was reconstructed. Repairs were made from time to time subsequently. But the growth of the city and the increasing traffic rendered the construction of an additional bridge necessary. The act of parliament of 1758, above referred to,[2] accordingly recited that the Glasgow bridge was so narrow and inconvenient that one carriage could not pass another upon it, and was besides so weak that no heavy carriages were permitted to go along it. It therefore empowered the council to build a new bridge of stone to connect Gorbals with the city, 30 feet broad, near the place where the old bridge stood.

On 25th October, 1760, King George III. succeeded to the throne, and his personal reign extended till 24th October, 1810.

About the year 1762 Virginia Street, Jamaica Street, Queen Street (formerly called Cow-lone), and Havannah Street were opened.[3]

In 1763 a census of the inhabitants was taken under the direction of the magistrates, and the population was ascertained to number 28,300 —an increase in six years of 2,754.

In 1765 the council acquired from William Steel, maltman, at a price of £20, the right, privilege, and property of a well in the laigh cellars of a tenement rebuilt by him on the west side of a close leading from Trongate Street to Gibson's lands, "with the lead pipe, barrel,

[1] Regist. de Passelet, p. 400.

[2] 32, George II., c. 62.

[3] Denholm's History of Glasgow, p. 115. Cow-lone was formerly the access to the northwest common belonging to the city, in the neighbourhood of Port-Dundas. In this common the cows of the inhabitants of the city were pastured under the charge of the town's herd. They were taken out in the morning by the West port, and in the evening milked at Cowcaddens, where the village of that name afterwards stood [*Ibid.*].

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and whole machinery thereto appertaining, with liberty to put such proper pipes therein as they shall think proper for leading the water therefrom to the Trongate and Saltmarket Streets or Princes Street, through the side wall of my house, by an opening left therein about two feet below ground, and of free ish and entry to said well for cleaning and repairing thereof through and by my said laigh cellars." The council were, however, taken bound not to obstruct Steel's entrance to Trongate Street by the then existing close, and to cover the top of the well with stones, equal and in a line with the floor of his laigh cellars, and to keep it so covered in future. They were also bound to indemnify Steel and his successors for all damage they might sustain by repairs on the well, whether for cleaning or otherwise.[1]

In 1765 acts of parliament authorised the repair of several roads leading into the city.[2]

The streets appear at this time to have been lighted by means of oil lamps, but, possibly through private influence, some of the public lamps were placed in private closes. On 22nd November, 1765, accordingly, the council recommended the magistrates to cause such lamps as were furnished with oil by the town to be removed to the high streets, where they would be of more general service.[3]

In 1766 a commencement seems to have been made in paving the streets and thoroughfares. As a condition of the town paving the Cow-loan (Queen Street), the proprietors were required to "flag" the sides of the street to the extent of seven feet at least, and to maintain the same in all time coming.[4]

On 24th December, 1767, the council resolved that the streets ought to be better cleaned, and remitted to a committee to have this done.[5] Under this remit £30 per annum seems to have been agreed to be paid to effect this object.

The act of 1758 authorising the reconstruction of the old Glasgow bridge had not been carried into effect in 1768, when another act was obtained to amend its provisions.[6] The latter act appointed the bridge to be erected between Saltmarket Street and Jamaica Street. This—the first Jamaica Street bridge—was forthwith built opposite Jamaica Street, and was opened for traffic in October, 1772. It was designed by William Milne, the architect of Blackfriars bridge in London, and was composed of seven arches, and was 500 feet long and 30 feet broad within the parapets.

The act of 1768 also authorised the formation of a street, now called St. Andrew's Street, from Saltmarket Street to St. Andrew's church; the enlargement of the churchyard of that church; and the rebuilding of Exchange square.

[1] Original Disposition. Inventory of City Charters, vol. II., p. 151, b. 32.

[2] 6, George III., c. 63.

[3] MS. Council Records, XXVIII., p. 320.

[4] MS. Council Records, XXVIII., p. 341.

[5] *Ibid.*, p. 542.

[6] 8, George III., c. 16.

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The increasing trade of the city, and the difficulty which then existed in transporting goods from the West to the East of Scotland, led the merchants of Glasgow in 1755 to project a canal between the Clyde and the Forth, with a depth of four feet and a width of twenty-four feet. A delay of several years, however, took place, and, in the meantime, James Brindley proceeded successfully with the construction of the Bridgewater canal uniting Worsley with Manchester and Runcorn on the Mersey above Liverpool. The success of that enterprise gave an impulse to schemes for promoting internal navigation, and in 1767 Lord Frederick Campbell, the then member for the Glasgow district of burghs, introduced a bill to authorise the construction of the Forth and Clyde canal. It was negatived, however, on the ground that a larger scheme should be promoted. Such a scheme was then prepared by John Smeaton; was supported by persons in Glasgow, Edinburgh, and other parts of Scotland; and an act to carry it into effect was passed by parliament in the following session.[1] The canal thus authorised extended from the river Carron, in Stirlingshire, to Dalmuir, in Dumbartonshire, with a collateral cut to Glasgow; and also a canal from Borrowstouness to the Forth and Clyde canal at its junction with the Forth. The main canal was to be eight feet deep and fifty-six feet wide, and the work was commenced on 10th June, 1768. But difficulties were experienced in raising the necessary funds, and a delay of twenty years occurred before a public grant of money was obtained to assist in the execution of this work. The canal was finished by Whitworth, a pupil of Brindley, and was opened in 1790.[2]

In the same year, also, the town council obtained a report from John Golborne of Chester as to the means to be adopted to further improve the navigation of the river, the average depth of which, between the city and Kilpatrick lands, he stated to be only two feet; and, upon his recommendation, James Watt, then a mathematical and philosophical instrument maker in Glasgow, surveyed and reported on the condition of the Clyde.[3] This was followed by the obtaining, in 1770, of a second act of parliament to make the Clyde navigable from Dumbuck ford to Glasgow bridge, by contracting the channel of the river and building jetties, banks, walls, and other works; to repair and enlarge the quay of Glasgow; to erect another quay on the opposite side of the river; and to carry out the recommendations of Golborne. This act divided the river into three stages, for the more equitable payment of the rates and duties granted by 32 George II., c. 62, and appointed these rates and duties to be paid in the manner and in the proportions therein specified.[4] In this year

[1] 8, George III., c. 63.

[2] Between the date of the first act and 21st June, 1841, a number of acts were passed with reference to the canal, but on the latter date the act 4 & 5 Victoria, c. 55, was obtained. It repealed the previous acts, and reconstituted the company, conferring upon it altered and enlarged powers, but was amended by four subsequent acts, the last of which was obtained in 1846. In 1867 the undertaking was vested in the Caledonian Railway Company by the act 30 & 31 Victoria, c. 106.

[3] The River Clyde, &c., pp. 25-29.

[4] 10, George III., c. 104.

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the revenue of the Clyde Trust was £147 0s. 10d., but in the following year was £1,044 10s. The works authorised by this act were executed by Golborne previous to 1775.

At this time it seems to have been the general practice for carters and carriers to leave their unloaded carts and waggons in the streets during night. On 7th April and 31st August, 1769, accordingly, the council ordered this dangerous practice to be discontinued, under a severe penalty.[1] The order seems, however, not to have been strictly observed till it was enforced under the provisions of the Police Acts, the first of which was not obtained till 1800.

About this time great inconvenience was experienced in regard to the high price of coals, and with a view to reducing their price by bringing them direct into the town in large quantities, a scheme was set on foot for cutting a navigable canal from the high grounds at the back of the Cathedral to the parish of Monkland, and in 1770 the act 10 George III., c. 105, authorised it to be proceeded with. The construction of the canal was gone on with rapidly. It was twelve miles in length; its breadth was twenty-five feet on the surface, and twenty-four feet at the bottom; its depth was from four feet six inches to five feet; and it had four locks, each seventy-one feet long and fourteen feet wide.

In 1770-1 another Glasgow and Shotts road act was passed,[2] and in 1771-2 an act authorised the repair of several roads leading through Lanarkshire and the building of a bridge over the Clyde near Howford.[3]

In 1771 the tax roll of the burghs was as follows:—Edinburgh, £34 10s.; Glasgow, £18 10s.; Aberdeen, £5 18s.; Dundee, £4 18s.; Perth, £3 8s.; Montrose, £2 12s.; and Dumfries, £2.

In the same year the revenue of the city was stated by Gibson to be about £6,000 sterling.[4]

In 1769, and again in 1772, Thomas Pennant, the naturalist, visited Scotland, and his "Tours" there, published in 1771-75, record his impressions of Glasgow.[5]

In 1772 the old well in Gallowgate Street appears to have been almost drained in consequence of John Struthers having sunk a deeper well in his own property adjoining. The council accordingly ordered the old well to be removed to the east where water might be found.[6]

In this year Glasgow is described in "Spencer's English Traveller," which was then published, "as the most handsome city in Scotland, all the buildings being of fine freestone."[7]

At this time also the lands of Ramshorn and Meadowflat, conveyed to Hutchesons' hospital in 1696, were re-acquired by the town council for payment

[1] MS. Council Records, XXIX., pp. 148-204.

[2] 11, George III., c. 90.

[3] 12, George III., c. 82.

[4] History of Glasgow, p. 129.

[5] See Pennant's description of Glasgow at the time (Appendix T).

[6] MS. Council Records, XXX., p. 123.

[7] See Appendix U.

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of a yearly feu-duty of £113 10s., and were not long afterwards laid out and disposed of in building lots. Upon these lands George Square and the adjacent thoroughfares have since been formed.[1]

The improvements effected on the channel of the Clyde by the operations of the Town Council, and the possibilities which these opened up of taking ships of a large class direct to the city, led the council to contemplate a considerable relaxation of their relations with Port-Glasgow, for which they had obtained a harbour act in 1771.[2] In 1774, accordingly, a contract was entered into between the city and it, under which the latter was invested with powers of self administration. By this contract Glasgow made over to the feuars of Port-Glasgow and Newark (1) the beer and ale duty of 2d. Scots levied in Port-Glasgow, (2) the anchorage or shore dues levied at the harbour, under burden of paying the salary of the harbour-master and £20 sterling to the city, (3) the use of the prison and court-houses, and (4) a piece of ground for a market-place and slaughter-house. The feuars were taken bound to relieve Glasgow of the minister's stipend and other ecclesiastical burdens, the schoolmaster's salary, &c. It was also provided, and agreed to by Mr. Hamilton of Wishaw, the superior of Newark, that Port-Glasgow and Newark should be governed by magistrates and a council not exceeding fifteen in number, one of whom, the chief magistrate, should be elected by the town council of Glasgow, and the junior by the town council of Port-Glasgow. The feuars were also obliged to pave, causeway, clean, light, and watch the streets, and to bring water into the town; and to defray the consequent expense they were authorised to levy a town tax of 2½ per cent. on the rental of every occupied building, excepting those belonging to the city. In the following year an act of parliament was obtained to confirm the arrangement thus effected, and by it authority was obtained for supplying the town with water; for paving, cleaning, lighting, and watching; for erecting markets and repairing the quays; and for giving a constitution to the burgh. The number of councillors, who were called trustees, was fixed at thirteen, including two bailies.[3]

In 1772-3, two acts of parliament were obtained (1) authorising several roads leading into the city to be repaired;[4] (2) authorising the construction and maintenance of a canal between the Forth and Clyde, and a cut connecting it with the city.[5]

[1] The lands of Ramshorn are mentioned as a possession of the see of Glasgow as early as the year 1241 [Reg. Glasg., p. 147, No. 180]. Though situated within the ancient royalty, they are not held by burgage tenure in consequence of having been conveyed by a feu-charter granted by James Boyd, archbishop of Glasgow, to James Fowlis of Collingtoun and Agnes Heriot, his spouse, dated 10th December, 1580 [Reg. Mag. Sig., V., No. 465. See also Protocols, IV., p. 42, Note to 1,096].

[2] 12, George III., c. 16; followed by 41, George III., c. 52; 52, George III., c. 55; and 11, George IV., c. 133.

[3] 15, George III., c. 60; Municipal Corporation Reports (1835), II., 16-17; 335-340.

[4] 12, George III., c. 106.

[5] 8, George III., c. 63; 11, George III., c. 62; 13, George III., c. 104. See also 24, George III., c. 39; 27, George III., c. 20 and 25.

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In 1773 an act of parliament was passed in which it was set forth that, under the powers conferred by 32, George II., c. 62, and 8, George III., c. 16, the bridge thereby authorised, with the necessary entrances and passages, had been completed and opened in October, 1772; and that the tolls and pontages had proved insufficient to pay the interest on the cost and provision for the future maintenance of the structure. Power was accordingly given to increase these tolls and pontages, and also out of the proceeds of these to repair and enlarge the old bridge from Glasgow to Gorbals. It was, however, provided that so soon as sufficient money had been received for these purposes the tolls and pontages should cease, and the passage on both bridges should be free.[1]

Two acts of parliament further authorised (1) the repair of several roads leading into Glasgow so far as these related to the road leading from the city through Cowcaddens to the Milnford of Garscube;[2] and (2) the repair of several roads into the city so far as the same related to roads from the city to Yoker bridge, to Renfrew bridge, to the Three-mile house, to the town of Airdrie, and from Gorbals to the chapel of Cambuslang.[3]

After a time the supplies of water obtainable from the public wells were found to be insufficient for the rapidly-increasing wants of the community, and the necessity for introducing larger supplies induced the council, on 29th November, 1775, to employ Robert M'Kell, engineer, to "search for fountains, springs, and water of good quality in the contiguity of the city sufficient to serve the inhabitants;" to report the places in which such water was to be found; their distance from the city; and his opinion as to the practicability of bringing water from them into the city.[4] In this enquiry the council appear to have associated Dr. Irvine, lecturer on chemistry in the University, doubtless to analyse and report on the quality of the water obtainable from the various sources.[5] The result of the reports thus obtained is not known.

Untoward events had checked for a time the commercial prosperity of the city, but about 1750 a revival of trade occurred, and was in full swing when, in 1775, the deplorable war with the American colonies occurred. The trade with them had formed an important part of the trade of Glasgow, and, as the war stopped commercial relations between the mother country and them, disaster followed to many of the leading merchants of the city. The war, however, compelled the

[1] 14, George III., c. 103.
[2] *Ibid.*, c. 102.
[3] *Ibid.*, c. 105.
[4] MS. Council Records, XXX., p. 463.
[5] Duncan's "Faculty of Physicians," p. 132. In 1776 the treasurer of the burgh was instructed to pay Dr. Irvine £8 8s. for his trouble in searching round Glasgow for water [Glasgow and its Clubs, p. 59].

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enterprising citizens to look out for fresh fields on the Continent and in the West Indies, and to develop manufactures, and these, on the return of peace with the United States, enabled the citizens to enter upon a new and extended course of prosperity.[1]

In 1775 part of the ground known as Ramshorn and Meadowflat, and then used as garden ground, was feued out for building, according to a plan prepared for the town council.

To meet the increasing requirements of the traffic between Glasgow and Rutherglen and the growing suburb of Barrowfield, the bridge known as Rutherglen bridge was built in 1776, and thereafter parts of Barrowfield lands, which had been feued and built on, became known as Bridgeton.

In Glasgow, as in Edinburgh, and doubtless in all the towns of Scotland, at this time, it was the custom to deposit dung and rubbish on the streets, where it lay for an indefinite period.[2] This objectionable practice was sought to be modified in Glasgow by an act of the town council on 31st January, 1776, which required such rubbish to be removed within forty-eight hours, under a penalty of five shillings.[3]

[1] Upon that event Gibson, in the preface to his History of Glasgow, published in 1777, makes the following observations:—"Perhaps no circumstance could have occurred more fortunate for the manufacturers of Glasgow than the stop which had, for some time, been put to the commerce with America. Prior to this event, the chief aim of the manufacturers was to procure a sale of their commoditities to this market; and as the returns for these were not made in less than eighteen months, the capital necessary to carry on any manufacturing branch of business, even to a tolerable extent, was considerable; by the shutting of the American market, necessity has led them to make trial of others; and they now find that markets for their manufactures can be procured which will make them returns in six months; so that three times the quantity of business may be done on the same capital as formerly." [P. vii. This writer gives full information as to the rise, progress, and state of the different branches of commerce and manufactures then carried on in the city.]

[2] See Marwick's History of the High Constables of Edinburgh (1865), pp. 74-83, 113-118, 120.

[3] MS. Council Records, XXX., p. 491.

Before this time there were few flagged pavements in Glasgow, so that ladies or idlers had little inducement to perambulate the streets for pleasure. Most of the public thoroughfares were allowed to remain in a state of great filth, and in many of them there were deep ruts filled with mire, and these gutters were made the receptacles of putrid accumulations. The streets were seldom swept or cleaned, except when the heavens kindly sent down a pelting shower of rain, which acted as the gratis scavenger-general of the city. Often heaps of dung were formed by individuals on the public streets, and allowed to remain there till it suited the proprietor to use it for manure, or to sell it to others for that purpose. This was particularly the case in bye-streets and lanes, which seem at

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On 2nd July, 1777, the spring well at the Arns, in the Green,[1] was ordered to be enclosed by a stone building, the cost of which was not to exceed £30 sterling, and the work was appointed to be done by estimate.[2]

Previous to this time only two men were employed in cleaning the streets, but, on 14th October, 1777, the council finding that the work was not properly done, directed a third man to be engaged in the work. For their service, "if the work was properly done," they were appointed to be paid a weekly wage of £1 sterling in winter, and ten shillings in summer.[3]

In the same year the old Glasgow bridge at the foot of Stockwell was widened by ten feet on the eastern side, under the authority of the act 14 Geo. III., c. 103, and in order to confine the river, and diminish the danger of flooding, two of the arches of the bridge on the north side were built up. To meet the cost of these operations subscriptions were received.

that time to have been little attended to by the public authorities. Shortly after this time, however, a considerable improvement was effected by Mr. John Brown, the master of work, aided by the proprietors of the front tenements of the streets having laid down handsome flagged trottoirs, with curb stones, from the Cross to Buchanan Street. This spot immediately thereafter became, in consequence, the fashionable mall of the city. St. Enoch's burn was then the west boundary of the royalty. As the process of laying flagged trottoirs upon the streets of all our public thoroughfares came to be general throughout the city, the ladies abandoned the use of pattens, lanterns, and bowets, and trusted to the comfortable tread of the plain-stanes, and the glimmering light of a few scattered conical lamps, which had been first erected by our magistrates in 1718 [Old Glasgow and its Environs, pp. 394, 395].

Gibson gives much interesting information as to the cost of education and the expense of living in Glasgow at the time when his history of the city was published (1777). Having done so, he adds —"By comparing the foregoing prices of provisions with those of the same kind in other places, we may observe that Glasgow is by no means a cheap place to live in; but if we consider that mechanics and labourers are contented with a moderate dinner in comparison with the English, that their ordinary breakfasts and suppers, from choice, are oatmeal pottadge with a little milk or small beer, and that their dinner is often barley-broth, we must evidently see that their wages are more than sufficient to supply them liberally with these articles, and that they must therefore save money. Mechanics in Glasgow," he adds, "will, upon an average, gain seven shillings per week each man" [p. 201].

[1] Writing in 1855, Dr. Strang says of this well—"Arn's well, which then (previous to 1790), as it does still, poured out a stream of the purest water, and which was encircled with a large clump of fine alder trees, alas! now no more, was a favourite trysting place with the lovers of those who went to draw water" [Glasgow and its Clubs, p. 137].

[2] MS. Council Records, XXX., p. 644.

[3] *Ibid.*, XXXI., p. 19.

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Writing in 1777, John Gibson says—"The advantages resulting from these acts —*i.e.*, the several acts to which reference has been made—are, that we are now blessed with good roads all around the city of Glasgow; a lighthouse has been erected on the island of Little Cumray, which has proved highly serviceable to the shipping and trade of Glasgow; a convenient bridge has been built across the river Clyde; and they are employed, at present, in widening and repairing the old one; the canal from the firth of Forth is brought within a mile of the city; this must in time prove of very great use to the trade and improvement of the country. The river Clyde, which in former times was so shallow that it frequently proved a very great hindrance to the expeditious despatch of the shipping from Port-Glasgow and Greenock, is now so much deepened that there is always more than seven feet of water at the Broomielaw, or quay of Glasgow, every tide, so that lighters and boats can be employed at all times. The Monkland Canal, which was undertaken with a view to reduce the price of coals [he adds], has not answered the end for which it was intended." [1]

He also gives an account of the manufactures in Glasgow, with the dates of their introduction, and estimates the value of the goods made there in 1771 at £452,557.[2]

On 29th May, 1773, the town council received a petition from John Miller of Westerton, and others, asking that Miller Street, leading from Argyle Street to the Grammar School Wynd or Loan, should be causewayed at the expense of the community, and this was agreed to on condition that it should be widened at the north end and opened to the public.[3] Miller Street was formed through the lands of Longcroft, which croft was divided from the lands of Ramshorn and Meadowflat, belonging to the town, by the Grammar School Wynd. Towards the western extremity of the wynd it turned abruptly northward, leaving angles unsuitable for building purposes. Accordingly, in 1777, when the magistrates and council were laying out their lands of Ramshorn and Meadowflat, they purchased from Mr. Miller, at the price of £373 19s., 370 square yards on the east side of Miller Street and 1,092 square yards on the west side,[4] and thereupon carried the wynd, then widened and formed into a street 60 feet wide called Ingram Street, in a straight line west to Queen Street. The town's feus at the west end and north side of Ingram Street were given off in 1787.[5]

[1] Gibson's History of Glasgow, pp. 119, 120.

[2] *Ibid.*, pp. 238-248. Gibson states that the revenue of the city in 1777 was about £6,000 sterling, arising from a duty on all grain and meal brought into the city and known as the *ladles;* from rents; from an impost of 2d. Scots on every Scots pint of ale brewed or brought or sold in the city; from market dues, church seat rents, cranage dues at the quay and at the weigh-house; from tonnage on the river and pontage on the bridge; and from statute work within the burgh [*Ibid.*, p. 129].

[3] MS. Council Records, XX., pp. 148-151.

[4] City Chartulary, XXIII., p. 522.

[5] *Ibid.*, XXI., pp. 213, 363.

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The unsatisfactory nature of the postal communication between Glasgow and London led to the provost being sent to London in 1778 to urge the authorities to provide a remedy. The intercourse between the two cities was through Edinburgh, thrice a week. Some improvement, doubtless, resulted; but on 28th September, 1781, the council appointed a committee to consider what should be done to have the mail brought from London *via* Carlisle, Moffat, &c., so as to arrive in Glasgow as early as in Edinburgh, and to have six posts from London weekly, as Carlisle and Dumfries had.[1]

The increasing growth of the city, and the necessity for providing a regular system of police, led the town council, in March, 1779, to appoint an inspector of police at a salary of £100, and a number of men to act under him. They had, however, no parliamentary authority to levy an assessment for the maintenance of police, and in consequence financial difficulties appear to have arisen, and on 5th April, 1781, the inspector resigned. The office was abolished, and a return was made to the former practice, which continued till the first police act for the burgh was obtained in 1800.

In 1780 the population of the city and its suburbs was 42,832, an increase of 14,532 since 1763.

With a view apparently to encourage a movement which had been commenced two or three years earlier, by private proprietors in some of the more important streets, in laying foot pavements opposite their houses, the town council directed the master of works, on 16th August, 1780, to place nine lamps on the south side of the Trongate, from the Laigh-kirk steeple to Stockwell Street, and offered to extend the line of lamps west of Stockwell Street if the proprietors there also formed pavements.[2]

The annual revenue of the Clyde Trust amounted in this year to £1,515 8s. 4d., as against £1,044 10s. nine years previously.[3]

In 1781 the postal revenue of the city is stated to have amounted to £4,341.

On 14th August, 1782, the council considering the prevalence of an idea that houses built on the Ramshorn grounds would be damp by reason of the stoppage of water and springs by a small ridge of whin dyke which ran through the south parts of the ground, and that the removing of that idea would promote the sale of steadings for buildings, authorised a cut to be made through the dyke, so as that the water might be cleared from the ground.[4] Subsequently the council authorised £100 sterling to be expended in driving a mine through the

[1] MS. Council Records, XXXI., p. 522.
[2] *Ibid.*, p. 382.
[3] Clyde Trust Accounts.
[4] MS. Council Records, XXXII., p. 88. Glasgow Protocols, VI., p. 52.

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dyke, so deep as to bring the wells on the north side of the dyke on a level with the south side. It was believed this operation would effectually drain the ground.[1]

On the conclusion of peace with America, in 1782, when the independence of the United States was acknowledged by Great Britain, the merchants of Glasgow reopened commercial intercourse with the States, and, after a time, the importation of cotton wool not only formed a very important branch of the trade relations between the two countries, but enabled the manufactures of the city to be largely developed. This also gave a great impulse to the working of coal in the vicinity.

In this year also the Chamber of Commerce and Manufactures, for the protection of the interests of Glasgow traders, was established.

Some attention seems to have been directed at this time to the Forth and Clyde canal, then known as the "Great canal," as a source from which the city might be supplied with water, and, on 28th January, 1783, one David Young gave in to the council an estimate of the cost of bringing water in leaden pipes from that source. This is the first definite water supply scheme as to which precise information exists, and it is interesting to notice some of the details. A house at the canal, with a reservoir and filtering apparatus, was estimated to cost £150; three thousand yards of 4-inch bore pipe from the canal to a reservoir at Glasgow, £3,325; a reservoir, 42 feet long, 30 feet wide, and 6 feet deep, £291 7s. 6d.; a main pipe, 3 inches in diameter, from the reservoir to the head of Bunn's Wynd, or Greyfriars Wynd, and thence to Gibson's Wynd in Saltmarket, and eastward from the Cross along Gallowgate to Saracen's Head Inn, 1,440 yards in all, £936. Other districts were proposed to be similarily supplied, smaller branch pipes and furnishings for wells were to be provided, and the total cost of the scheme was estimated to be £7,156 3s. 4d.[2]

In 1783 the number of ships belonging to the Clyde was 386, and their tonnage 22,896.

In that year John Tait, stationer, published the first Glasgow Directory, in which he included a directory for the villages of Anderston, Calton, and Gorbals,

[1] MS. Council Records, XXII., p. 220. An account of the nett revenue of the burgh for the year to Martinmas, 1781, states the amount at £6,977 1s. [Brown's History of Glasgow, pp. 128-129].

[2] MS. Reports, &c., I., pp. 296-8.

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and also for Paisley, Greenock, and Port-Glasgow. It is a little volume of 103 pages. It professes, though very modestly, to be a "complete guide for the easy finding out of every inhabitant of the least note in the city," and gives the names of 1,552 persons and firms. From this directory it appears that the business community of the city was then mainly centred in High Street, Saltmarket, Trongate, Gallowgate, Candleriggs, Bridgegate, and the wynds. Queen Street, then in process of formation, was better known by its older name of Cowloan. There were 18 ministers of all denominations, 16 professors in the college, 52 law agents, and 16 medical men. The post office was in the middle of Gibson's Wynd, and the excise office was represented by a collector, two supervisors, and 24 officers; and there were four newspapers, viz., the "Courier," "Mercury," "Journal," and "Herald."

In 1785 another census, taken under the direction of the magistrates, showed the population to be 45,889—an increase of 3,057 within the preceding five years.

An act of parliament was passed to authorise the alteration and enlargement of several acts so far as these related to the road from the city to Redburn bridge, and to authorise the alteration of the course of that road.[1]

Building on the lands of Ramshorn and Meadowflat was making progress in 1786 and 1787, and George Square, which had been laid out for feuing in 1782, as well as Frederick Street, Hanover Street, and Cochrane Street, began to be rapidly built upon. The feuing out of Buchanan Street was also commenced.

In 1787-8 buildings were erected for a grammar school on the north side of George Street, and were substituted for those in the Grammar School Wynd, which, being deficient both as regards light and air, and having no playground, had been found by the town council in 1782 to be unsuited for the requirements of the city.[2]

In 1788 the council employed James Gordon, superintendent of works and police in Edinburgh, who was reputed to be a man of considerable experience in matters of water engineering, to enquire as to the best means of supplying the city with water. In his report, on 26th November he stated that during the previous month he had made a survey to the north and east of the city, and had come to the conclusion that only two sources of supply were available—the one a branch of the Forth and Clyde canal, and the other the Garngad burn, supplemented by the Monkland canal. From the first a sufficient supply, so far as quantity was concerned, could be got, but the quality was subject to grave

[1] 27 George III., c. 83.

[2] Glasgow Protocols, VI., 39, No. 1,710.

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objection. "The navigation upon the canal of sloops, passage-boats, &c.," he said, "is so considerable that the water must be polluted with filth of the most nauseous kind. This objection, together with the obstacles that, I presume, would be thrown in the way by the proprietors of the canal, are, in my opinion, sufficient reasons for considering this object at least in a second place." "From the Garngad burn," he reported, "56 Scotch pints in a quarter of a minute, or 224 pints per minute, could be obtained. If that flow of water should hold out for eight or nine months in the year, even though it should decrease during the remaining three or four months to 70 or 80 pints per minute, I would not hesitate to declare it an object well worth the attention of the magistrates, provided they are satisfied with the quality of the water. 150 to 200 pints per minute, in addition to the water procured from the pump wells, would be fully sufficient for the supply of the city. This quantity might be procured from Garngad burn" in the way he indicated, "provided it did not at any time fall lower than 70 or 80 pints per minute, or that its deficiencies could not be made up to that extent from the Monkland canal."[1] No action appears, however, to have been taken on this report.

In 1787, another directory appears to have been published, followed in 1789 by one titled "Jones' Directory, or Useful Pocket Companion, for the year 1789." The latter was re-published in 1866, with an interesting introductory chapter and notes by Mr. John Buchanan, banker. It occupies 84 small pages, and it is curious to note that, although the population had grown from 42,832 in 1780, or 45,889 in 1785, to 66,578 in 1791, the directory of 1783 contained 1,552 names, while that of 1789 contained only 1,396. The great bulk of the new settlers had probably been unable to take up such a position as to secure notice in these directories. From the latter directory it appears that there were then 14 professors with residences in the college and four resident outside, 16 ministers of all denominations, 23 medical men, and 55 procurators or law agents. The custom house, then at the Broomielaw, was represented by a comptroller, collector, and surveyor; and the excise office, in Jamaica Street, by a collector, clerk, and two supervisors.

At this time the six water engines for the extinction of fires were placed as follows:—One at the meal market, one at the potato market in King Street, two at the north end of the Wynd church on the south side of the Trongate, one at Hutchesons' Hospital, and one in Lang's callender close, Gallowgate bridge.

[1] MS. Council Records, XXXV., p. 242; Committee's MS. Reports, 1782-99, pp. 266-76.

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On 22nd October, 1789, the inhabitants of Gallowgate Street petitioned the council to place a well in that neighbourhood, and, on the 30th, a committee was appointed to select a site either in Gallowgate Street or Charlotte Street, and to place a well there.[1] On 11th May, 1790, an application to have a well set down in Frederick Street was remitted to a committee for consideration and report.[2]

The growth of population, and the need for improved police administration, induced the town council, in 1789, to promote a bill in parliament for the extension of the royalty, the establishment of a system of police, and the levying of a police assessment. The measure was, however, strenuously opposed by the citizens, and was rejected.

In 1789-90 an act was passed to authorise the junction of the Forth and Clyde and Monkland Canals.[3]

In 1790 the construction of the Forth and Clyde Canal having been completed, a track barge sailed, on 29th July, from the basin at Hamiltonhill, near Glasgow, to the Clyde at Bowling bay, a distance of twelve miles. The opening ceremonial is described by Denholm (p. 95), who mentions that the extreme length of the canal from the Forth to the Clyde was thirty-five miles, sixteen of which were on the summit of the country, one hundred and fifty-six feet above the level of the sea. In November of the same year the basin at Port-Dundas was opened, and the village of that name was formed in its vicinity. The importance of the communication between the east and west country thus established has, since the introduction of railways, been largely diminished, but the canal still forms an important communication for shipping.

In this year the number of ships belonging to the Clyde was 476, and their tonnage 46,581.[4] The revenues from the river and harbour had during the previous ten years increased from £1,515 8s. 4d. to £2,239 0s. 4d.

In the same year common sewers were first formed in the town.[5]

On 13th September, 1790, the proprietors and inhabitants on the west side of George Square petitioned the council to put down a well there, and a remit was made to the town-clerks to report whether, under their titles, the petitioners had a right to the privilege they claimed.[6] In consequence of this remit, the town-clerks reported that the proprietors of the Ramshorn ground—which had been feued out sometime previously by the magistrates and council—were, by their

[1] Council Records, XXXIV., pp. 5, 6.
[2] *Ibid.*, p. 136.
[3] 30, George III., c. 73.
[4] Denholm's History of Glasgow, p. 408.
[5] Cleland's Annals of Glasgow, p. 42.
[6] MS. Council Records, XXXIV., p. 204.

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titles, subjected to all the burdens and taxations to which the inhabitants within the royalty were liable, and were consequently entitled to the benefit of lamps and wells, to be paid for out of the common good of the city, in the same way as the other inhabitants were. The council, therefore, on 1st October, remitted the petition to a committee to report as to whether the well asked for was necessary for the accommodation of the proprietors and inhabitants of the grounds, and at what place, if necessary, it should be placed.[1] What followed upon this remit does not appear.

In the same year the barony of Gorbals, which had been purchased by the town council in 1650, and was held jointly by it for the town, Hutchesons' hospital, and Trades' house, as already noticed, was apportioned, and the shares of these bodies were conveyed to each. Under this apportionment the city retained the superiority of the old village and feus of Gorbals, and obtained in property the Kingston or westmost portion of the barony, and a gushet of land lying between Pollokshaws and Cathcart Roads, with adjoining ground, including Coplawhill, lying in a south-westerly direction. Hutchesons' hospital got St. Ninian's croft, Docanyfauld and Orchard, Sandyacres, Holm park, Craig park, Kirk croft, part of Trades' croft, Stirlingfold, Wellcroft, Prettythree, and part of Barr's park, containing in all, about 207¾ acres imperial. The Trades' house obtained the remaining section, containing 78 acres 3 roods and 14 falls Scots, or about 99 imperial acres, lying entirely to the west of the present line of what is now Eglinton Street—not then, however, in existence. The right to the coal and minerals in the whole barony was reserved as the *pro indiviso* property of the three corporations.[2] The lands were subsequently laid out for feuing, and were afterwards known as Tradestoun and Hutchesontoun.[3]

In this year a second Glasgow Directory, called "Jones' Directory," was issued by Joseph Galbraith. It was a crown 12mo, and extended out over eighty-two pages. From the coaching advertisements it appears that two or three of the principal inns despatched coaches daily to Edinburgh, the fare being 10s. 6d. for each seat. "Flys" also ran on stated days to Greenock, each fare being 5s. 6d.[4]

In 1790-1 acts were obtained to authorise the repair (1) of roads to and from the city and village of Gorbals,[5] and (2) of roads leading through Shettleston and Carntyne to Glasgow, and for making streets in and near the city.[6]

[1] MS. Council Records, XXXIV., p. 207.

[2] History of Hutchesons' Hospital, by Dr. W. H. Hill, p. 128.

[3] See Appendix D.

[4] Pagan's History of Glasgow, p. 191.

[5] 31, George III., c. 95.

[6] *Ibid.*, c. 107; amended by 51, George III., c. 18.

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In 1791 the population of the city and suburbs was 66,578, representing an increase during the preceding six years of 20,689.[1]

On 19th September, 1792, Bailie Alston transmitted to the council the report by James Gordon as to a water supply for the city, dated 26th November, 1788, to which reference has been made, and it, along with the letter transmitting it, were ordered to be engrossed in the book of council reports, but the consideration of them was delayed,[2] and nothing appears to have been afterwards done in regard to the matter.

In addition to the several portions of ground acquired by the town council between 1662 and 1690, and added to Glasgow Green as shown in the table given in the Appendix [3]—the council, in 1770, acquired from Colin Rae the lands of Broomlands, Kinclaith, &c. These lands extended to 28 acres 1 rood and 18 falls, and cost £2,703 sterling, with an annual feu duty of £5 6s. In 1792 they acquired from Patrick Bell, at the price of £4,000 sterling, the lands of Provosthaugh and a rig or rood of land used as a road to Provosthaugh, extending in whole to 24 acres Scots measure. Both the purchases of 1770 and 1792 were also added to the Green.

In 1791 the Trades' House began to feu out portions of their share of the Gorbals lands according to a building plan, and Eglinton Street and Bridge Street, which formed the boundary between their lands and those of Hutchesons' Hospital were laid out at the joint-expense of the two houses. In the following year Hutchesons' Hospital resolved to feu out their portion of the Gorbals lands.

In 1791-2 acts were obtained (1) as to the repair of roads to and from the city and village of Gorbals,[4] and (2) for the repair of other roads to and from the city, and authorising the formation of streets in and near the city.[5]

In 1787 a movement was made to establish an infirmary in the city, and in the following year an application was made to the Treasury and the Court of Exchequer

[1] Denholm, however, estimated the population of the city and suburbs in this year to be only 61,945, and he gave the proportions as follows:—City, 41,777; Calton, 6,695; Anderston, 3,895; Grahamston, 896; Gorbals, 6,448; Cowcaddens, Parkhouse, &c., 1,257; Camlachie, 977 [p. 227]. This estimate sufficiently indicates the relative populations of the several districts. Dr. Strang gives the population as 66,183 [Glasgow and its Clubs, p. 124].

[2] MS. Council Records, XXXV., pp. 242-3.

[3] See Appendix V.

On 16th March, 1775, at the request of a number of the inhabitants, the town council allowed them to form a gravel walk around the Green, but in 1791 it was represented that the walk had "gone into great disrepair," and the council ordered the necessary repairs to be made, and the trees upon the Green to be properly dressed and trimmed.

[4] 32, George III., c. 152.

[5] *Ibid.*, c. 154; amended by 51, George III., c. 18.

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for a grant of the site of the archbishop's castle on which to erect it. A royal charter of incorporation was afterwards obtained on 21st December, 1791, and Robert and James Adam were appointed architects of the building. The ruins of the castle were thereupon removed, and in May, 1792, the foundation-stone was laid, and the infirmary was opened for the reception of patients in 1794.

In 1792 the number of registered vessels belonging to Glasgow, Port-Glasgow, and Greenock was 464, and their tonnage 46,806.[1]

On 8th February, 1793, the Tron or Laigh church—with the exception of its steeple, built in or before 1637[2]—was destroyed by a fire, which consumed the records of the General Session, and did much injury to the records of the presbytery, both of which were deposited in the session house. No great conflagration occurred in the city between this date and August, 1807, when the duty of providing for the suppression of fires was transferred to the police commissioners by the Police Act of that year.

On 17th June in the same year an act of parliament was obtained, *inter alia*, to rebuild the Tron or Laigh church; to open, pave, and sewer streets from Ramshorn grounds to Buchanan Street; to open and pave a street from the north end of Buchanan Street to the turnpike road from Glasgow to Garscube bridge; to open and pave a street from St. Nicholas' Hospital westward to the line of John Street, and thence southward to that street; to continue Brunswick Street southward to Trongate, and northward to George Street; to sell, feu out, and dispose of Meadowflat grounds; to authorise the magistrates to sell or feu out part of the Calton Green for building purposes; to authorise the building of a bridge over the Clyde opposite the foot of Saltmarket Street, from the Laigh Green to the part of the Gorbals lands belonging to Hutchesons' Hospital, and the formation of a street from the bridge to Saltmarket where it joined Bridgegate Street; to make streets and roads from the south end of the bridge to the high road leading from Glasgow to Rutherglen by Little Green, and from Glasgow to Cathcart, and the village of Gorbals; to authorise £1000 to be borrowed to supplement the contributions of Hutchesons' Hospital and others towards the cost of erecting the bridge, and to charge the same against the tolls authorised to be levied on the three bridges existing and authorised; and to empower the magistrates to sell part of the laigh or low green for building.[3] On this part Saltmarket Street was prolonged, and Justiciary Court buildings were erected, while on Calton Green Monteith row was subsequently formed.

Two other acts were also passed in the same year for (1) the completion, repair, and maintenance of the roads from the city to Port-Dundas and Garscube Bridge by Dobbie's Loan;[4] and (2) the repair of several roads leading to and from the city and through Cowcaddens to Milnford of Garscube.[5]

In February, 1793, revolutionary France declared war with England, and in the struggle which ensued most of the West Indian islands which had been held by

[1] Denholm's History of Glasgow, p. 408.

[2] See Glasgow Protocols, VIII., p. 93, footnote.

[3] 33, George III., c. 124; amended by 54, George III., c. 198.

[4] 33, George III., c. 160; amended by 54, George III., c. 200.

[5] 33, George III., c. 174.

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France fell into the hands of Britain, which, as Holland allied itself with France, also captured the Dutch colony of the Cape, the island of Ceylon, and the Dutch colonies in the Pacific. As the result of these and other naval successes, a large share of the trade with the West Indies fell to this country, and the merchants of Glasgow obtained a considerable portion of it.

In 1793-4, an act of parliament authorised the repair of several roads leading to and from the city and the village of Gorbals.[1]

In view of the benefits which the bridge opposite the foot of Saltmarket was expected to confer upon the Hutchesons' Hospital lands south of the Clyde, the governors contributed £2,000 towards its expense, and its foundation was laid on 18th June, 1794. But on 18th November, 1795, one of those floods which so often did serious damage to the city destroyed the structure, and several years elapsed before a bridge was erected.

In 1794-5, an act of parliament authorised the repair of several roads leading into the city, viz., Inchbelly bridge, Redburn bridge, Garngad hill, and Provan Mill roads.[2]

In 1795 the Government erected barracks on the old "Butts," or Wappenschaw ground in the Gallowgate, to accommodate about one thousand men, at a cost of £1,500, and those barracks superseded the necessity of continuing the old and objectionable method of quartering soldiers on the inhabitants. It was arranged that these barracks should be supplied with water conveyed into them by lead pipes from springs in land which belonged to George M'Intosh, merchant, and these pipes were proposed to be one inch in diameter. As, however, proprietors and inhabitants in Gallowgate Street and its neighbourhood were suffering great inconvenience from an inadequate supply, the town council, on 1st June in that year, remitted to a committee to consider whether the deficiency might not be got over by increasing the diameter of the barracks supply pipe to an inch and a-half, and prolonging it to Gallowgate Street, and to take such action as it might deem proper. It was also empowered to agree with the agent and contractor of the government as to the increased cost of such a pipe.[3] The result is explained in a report by a sub-committee of this committee, on 17th March, 1797, which states that the proprietors of houses in the neighbourhood had agreed to subscribe money for making a cistern at the foot of the barracks, and for pipes to lead the water into it.

[1] 34, George III., c. 140; amended by 58, George III., c. 27.

[2] 35, George III., c. 155.

[3] MS. Council Records, XXXVI., p. 431.

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The sub-committee therefore recommended the council to authorise the master of works to erect the cistern and lay the pipes so soon as £80 sterling should be paid by the proprietors to the chamberlain to meet the expense. If, after supplying the cistern, an excess of water should be found to exist, the sub-committee recommended that the excess should be conveyed to a suitable place in the Gallowgate, on the proprietors of houses there paying the cost of the requisite pipes.[1]

In 1795, says Dr. Strang, Hutcheson Street, Wilson Street, John Street, and George Square, were known by the common appellation of "the New Town." Many of the most respectable inhabitants lived in Charlotte Street, Stockwell, Jamaica Street, Saltmarket, and High Street. The commercial dons generally occupied houses in Virginia Street, Miller Street, Queen Street, and Buchanan Street, and in St. Enoch's Square, George Square, and St. Andrew's Square. But with the exception of the last there was no place of business in any one of those now bustling localities. St. Andrew's Square was at that time the great seat of manufacturing establishments, while almost no places of business were found further west than Glassford Street or farther north than Ingram Street. With respect to retail shops it may be said that not one of any note was situated to the west of Miller Street. As yet no private house had been built to the west or north-west of George Square, and between Madeira Court and Anderston grass fields and gardens were all prevalent.[2]

In the year which ended on 8th July, 1796, the total number of vessels which arrived in the harbour was 1,326, with an aggregate of 55,930 tons. This gave an average of 42 tons to each vessel; but of the total number 117 vessels were between 60 and 80 tons register; none were higher.[3]

In 1796-7, two acts of parliament were passed (1) as to the road from Toll-house in Paisley Loan and the west side of the entry to the new bridge of Glasgow to Renfrew;[4] and (2) providing for the making and repair of the road from Gorbals to Flockbridge by Corsehill and Cathcart, and from Cathcart to Carmunnock; from Gorbals to Easter Grange in Renfrew by Pollokshaws; and from Pollokshaws to the kirk of Eastwood; from Gorbals to Clerkbridge in Renfrew by Three-mile house, Paisley, &c.[5]

In the year ending 5th January, 1797, the number and tonnage of ships belonging to Greenock and Port-Glasgow and employed in the trade of the river is stated to have been as follows:—Greenock—ships, 110; tonnage, 13,797 tons. Port-Glasgow—ships, 45; tonnage, 5,323 tons. Total—155 ships; tonnage, 19,120 tons.[6]

[1] MS. Council Records, XXXVII., pp. 452-3.

[2] Glasgow and its Clubs, pp. 125, 126,

[3] MacGregor's History of Glasgow, p. 379.

[4] 37, George III., c. 161; amended by 58, George III., c. 27.

[5] 37, George III., c. 162.

[6] Denholm's History of Glasgow, p. 409.

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Towards the close of 1796 the Forth and Clyde navigation company put forward a proposal to supply the city with water, and on 10th January, 1797, the council appointed a committee to confer with a committee of the company as to the proposal. Nothing, however, appears to have resulted from the conference.[1]

In 1797 an addition of 360 feet was made to the quay at the Broomielaw.[2]

About this time also further portions of the lands of Meadowflat, to the west of George Square, were laid out for building.

On 7th May, 1798, an act of parliament authorised certain roads from the city to be made and repaired; empowered trustees to build a bridge at Dalmarnock or Farme ford, and provided that after it was built no ford or ferry over the river should be used within a mile of the bridge.[3]

In 1798-9, an act of parliament continued for 38 years the duty of 2d. Scots on ale and beer sold in the city and in the village of Gorbals.[4]

[1] MS. Council Records, XXXVII., p. 425.

An account of certain and presumed expenditure for the year ending Michaelmas, 1796, gives various interesting particulars of civic expenditure, of which the following may be noticed :—Stipends to seven clergymen at £172 4s. 6d. each; stipend to the minister of the Barony Parish, £144 8s. 11d.; stipends to four grammar schoolmasters, £115; writing master, £25; music master, £20; English master, £20; officers of police, £24; 16 town officers, £8; 2 town drummers, £4 8s. 10d.; cost of lighting street lamps per contract, £234; paving streets, £320; repairing wells, £50; taking care of fire engine, £8 8s.; expenses at fires, £5 5s. [Brown's History of Glasgow, pp. 130-133].

Writing in the following year (1797) Denholm refers to the streets as then existing or laid out, and mentions the following in addition to those referred to by M'Ure sixty-one years earlier (see p. 37). Giving Denholm's list in alphabetical arrangement there are—Albion Street (North and South), Alston Street Barrack Street, Bell Street, Brunswick Street, Buchanan Street, Claythorn Street, Campbell Street, Charlotte Street (previously Markdaily Street), Candleriggs, Canon Street, Camperdown Place, Cochrane Street, Clyde Street, Duke Street, Dunlop Street, St. Enoch Square, Frederick Street, Gibson Street, George Square, George Street, Glassford Street, Gordon Street, Havannah Street, Hutcheson Street, Hanover Street, Ingram Street, Jamaica Street, John Street, Kent Street, Miller Street, Maxwell Street, Madeira Street, Montrose Street, Nelson Street, Queen Street, Sidney Street, Suffolk Street, Shuttle Street, Tureen Street, Taylor Street, Union Place or Street, Virginia Street, Weaver Street, Wilson Street, York Street. These forty-six streets, originated in sixty-one years, indicate a remarkable development of population [Denholm, pp. 120-39].

Denholm states that, in 1797, the revenue of the city had increased to nearly £8,000 sterling [p. 245].

[2] Cleland's Abridgement, p. 43.

[3] 38, George III., c. 20.

[4] 39, George III., c. 40.

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In the same year the Glasgow and Shotts Road act[1] and the Glasgow and Three-Mile House Road act were passed.[2]

The necessity for obtaining improved and additional sources of water supply seems about this time to have impressed itself upon the citizens, and in December, 1798, a public meeting was held to consider the best method of securing the desired object. At this meeting two reports and an estimate of cost were submitted, and a committee was appointed to confer with the council on the subject. On 23rd August, 1799, accordingly, communications were made to the lord provost, who laid them before the council on 26th September, and a committee was appointed to confer with the committee of inhabitants, and to report the results from time to time.[3]

Under instructions from the town council, John Rennie reported in August, 1799, as to the manner in which the navigation of the Clyde could be farther improved, and upon his recommendation further extensive and costly works were executed which greatly deepened and improved the channel.[4]

On 30th December, 1799, a motion was submitted to the town council to the effect that as engines for the extinction of fires had been provided, and were kept in repair by the council, and as the use of buckets for that purpose had been discontinued, the 8s. 4d. levied as bucket money from each burgess on admission, and paid to the Merchants' house and Trades' house to provide buckets, should in future be applied towards the cost of providing and repairing the fire-engines, and paying the salary allowed to the master of works for attending to them. The council adopted the motion, and remitted to the magistrates to confer with the respective houses, and obtain their concurrence to the proposed application of the money.[5]

On 19th April, 1800, the committee of council appointed on 23rd August, 1799, submitted a letter from Bryce M'Quiston, land surveyor

[1] 39, George III., c. 45; amended by 51, George III., c. 18.

[2] 39 and 40, George III., c. 94.

[3] MS. Council Records, XXXVIII., p. 525.

[4] The River Clyde, p. 28.

[5] Council Records, XXXIX., pp. 55, 56, 57.

As regards the public arrangements for the extinction of fires in the city, in 1800, Dr. John Aitken says:—"At the commencement we had no fire brigade, that department being specially under the charge of the magistrates. I may also add that when the fire brigade was under the charge of the magistrates, before being added to the police, the superintendent of the fire engines was a

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and engineer, with five different schemes and estimates for supplying the city with water from the Clyde by steam-engines. In doing so, however, he expressed considerable doubt as to the propriety of the council undertaking the promotion of any scheme unless from £15,000 to £20,000 were procured from individuals by subscription for carrying it into execution. The council delayed coming to any resolution on the subject, but authorised him to be paid £21 for his trouble; and his report and estimates were appointed to be preserved for future reference. The cost of the several works suggested by Mr. M'Quiston amounted from £5,688 to £13,977, according to the places on the river from which the water might be drawn and reservoirs erected. He also estimated that the annual cost would amount to from £988 to £1,799, and that the cost of erecting the reservoirs would be not less than £5,000. These estimates were exclusive of the cost of laying pipes from the reservoirs throughout the city.[1]

The necessity for the establishment of a more efficient system of police than had previously existed seems to have been generally

master slater, carrying on his business in town and country as a slater, and residing within the city wherever he might please to choose a dwelling-house. In those days the fire drum was beat off from the main guard-house, Candleriggs, by the regimental drummer on duty. On midnight alarms he was assisted by two men of the military guard; and it was usual for the guard to turn out to assist at fires by keeping the ground clear, and, on occasions of large fires of several hours continuance, we had a reinforcement of sometimes two or three hundred men from the infantry barracks for the same purpose, viz., to keep a clear space and course for the men employed." [See Glasgow Past and Present, I., p. 216.]

[1] Council Records, XXXIX., p. 133. Reports from committees, 1799-1803, pp. 65-77.

With reference to this scheme Dr. Cleland gives the following particulars:—It was set on foot by a few gentlemen, among whom were the late John Stirling of Tulliechewan, James Hopkirk of Dalbeth, and Henry Glassford of Dugaldston. These gentlemen employed Mr. M'Quiston, civil engineer, to make a survey and give plans and estimates of the expense of supplying the city with water. Mr. M'Quiston having completed an extensive survey of the altitude, quality, and extent of the springs and natural reservoirs around the city, and produced minute plans and estimates of the expense, it appeared to his employers that an act of parliament would be necessary for carrying the much-desired object into effect, and that a considerable sum of money would be wanted. As the public were not yet fully sensible of the inestimable advantages to be derived from a plentiful supply of water, the committee, after being put to consider-

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recognised at this time, and the town council took action to renew their former abortive attempt. A police and extension bill was accordingly prepared, and, having been approved by the several public bodies, was introduced into parliament, and became law on 30th June, 1800. By this, the first Glasgow police act, the royalty of the city was extended over 96 acres, including the lands of Ramshorn and Meadowflat, already referred to, Cribbs croft, acquired from the disponees of John Glassford and others, and 28 acres 1 rood and 18 falls of land purchased from Colin Rae of Little Govan, at the head of the New Green, including half of the lands of Broomlands, half of Parson's lands, eight acres of land in Kinclaith, Redcloth Gott, and ten roods of land in Kinclaith; and also the Provost Haugh with a rig or rood of land used as a road from it; the powers of the magistrates and of the court of the dean of guild were enlarged and extended over the added districts; a regular system of police was established, and provision was made for paving, lighting, and cleansing the streets, and forming common sewers; the extended city was divided into twenty-four wards, each of which was required to appoint a commissioner of police, and the administration of the act was vested in the lord provost, the bailies, the dean of guild, the deacon convener, and the twenty-four commissioners. The act contained no provision as to fire extinction, and its duration, as regarded police, was limited to seven years.[1] The area of the city as thus extended was 1,864 acres.

able trouble and expense, were under the necessity of relinquishing the scheme [Abridgment of Annals of Glasgow, pp. 393-4].

[1] 39 and 40, George III., c. 88.

The police revenue under this act amounted to about £5,000, composed of assessment £3,400, £576 drawn from street manure, £126 from police fines, a contribution from the Corporation of £800, and several smaller sums. The expenditure consisted of salaries to the clerk and treasurer £165, to the master of police £200, three sergeants at £40, nine officers at £30, and 68 watchmen at a weekly wage of 10s; £1,400 was expended in lighting 930 lamps, £310 in cleaning, and £153 in boxes for the watchmen.

Prior to this time no efficient police existed in Glasgow. "The guardians of the city during the night were the burgesses or freemen craftsmen, who had to serve in rotation, or find a substitute. They appointed their captain for the night, and for a guard-house were allowed the use of the Laigh Kirk Session-house, which was attached to the church, both of which were totally destroyed by fire on 8th February, 1793" [Glasgow Past and Present, I., 208].

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The revenue of the Clyde Trust for the year 1800 amounted to £3,319 16s. 6d., an increase of £1,080 16s. 2d. over that of 1790.[1]

The Customs revenue in 1801 was £427 17s. 7d.

The population of the city at this time was 83,769, being an increase of 17,191 over that of 1791.

In 1800-1, an act of parliament authorised the road from Inchbelly bridge to the city, and leading over Garngad hill to Provan mill, to be repaired.[2]

Chapter III.—1801-1820.

Notwithstanding the depressing conditions under which the eighteenth century closed, and the great distress which prevailed among the working population, the commerce and manufactures of the city were largely extended, and its prosperity was indicated by the growth of the population in it and in the suburbs, which in 1801 was 77,385, an increase during the intervening ten years of 10,807.[3]

The revenue of the city in 1802 was £9,975 1s. 6½d. sterling, and its expenditure £10,093 18s. 4d.[4]

[1] Clyde Trust Accounts.

[2] 41, George III., c. 25.

[3] Taking the Government census of 1801 as his authority, Denholm gives the population of the city and suburbs as follows:—Glasgow, 49,640; Gorbals, 3,896; Tradeston, 1,862; Hutchesontown, 890; Muirhouses, &c., 911; Calton, 10,054; Bridgeton, 3,796; Camlachie, 935; Ladywell and Parkhouse, 243; Anderston, 4,462; Cowcaddens, 126. In all, 76,815; but he states the "remaining inhabitants in the other suburbs and barony around the royalty at 9,815, making a total of 86,630" [pp. 228-9]. He adds that Glasgow appears from that census to have been then, as regarded population, next to London, exceeding Manchester by 2,610. Edinburgh, he added, stood fourth, its population, including Leith, being 82,000 [p. 230].

A minute description of the city as it existed in the end of the last and the beginning of the present century is also given by him [pp. 120-141].

[4] The rental of the dwelling-houses within the city in 1804—exclusive of shops and warehouses—as reported by the surveyor of police was as follows:—2,888 houses above £5 and under £20 of valued rent, £28,444; 774 houses above £20 and under £40, £20,139; 171 houses of £40 and upwards, £9,152—total, £57,735. To which one-fifth may be added to give the approximate real rental, making in all £69,282 [Denholm, p. 248]. In 1804-5 the rental of the city was £152,738, nearly double of what it was two years' previously.

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In 1802-3, acts of parliament provided (1) for more effectually making and repairing a road from the city to Yoker bridge;[1] (2) for consolidating acts relating to the road from the city to Redburn bridge;[2] and (3) for establishing a theatre in Glasgow.[3]

In 1803 the quays at Broomielaw extended over 382 yards. The water area of the harbour was four acres. The revenue of the Clyde Trust was £4,640 16s. 10d., an increase of £1,321 0s. 4d. over that of 1800.

In the same year a timber bridge for foot passengers was erected across the Clyde at the foot of Saltmarket Street, a little to the eastward of the site of the Hutcheson bridge destroyed in 1795. The cost of its erection was £1,200.

A Glasgow Directory published this year contains only about 3,000 names, and states that the police force of the city then consisted of a master, a sergeant, 14 officers and 74 watchmen. Six fire engines were distributed over the city, and four large casks, filled with water to supply the engines, were stationed at the end of the Wynd church. The post office was then in 141 Trongate.

The rental of the city in 1803-4 was £81,484.

In that year an act of parliament repealed the act of 1802-3, 43, George III., c. 110, as to the road from the city to Redburn bridge.[4]

On 19th December, 1803, the master of works represented to the town council that the fire-engines were all very old, and some of them not capable of repair, and that their inefficiency had been proved at a fire in Gorbals on the 17th instant. A committee was thereupon appointed to consider as to the best means of inducing the several fire insurance companies to furnish new engines, or to contribute to their cost in the ratio of the business done by them.[5] As the result of meetings between that committee and the agents of the several fire offices, the Phœnix office and Sun office declined to enter into any positive engagement for the promotion or support of the fire establishment.[6] Communications were subsequently submitted from the Glasgow fire office and the Royal Exchange fire office, and these letters were remitted to the committee.[7] But nothing seems to have come out of the negotiations.

Pending the adoption of a more comprehensive scheme for supplying water to the citizens, Mr. William Harley, a private citizen constructed works in 1804, by which water from springs on his lands of Willow

[1] 43, George III., c. 36.

[2] *Ibid.*, c. 110. Repealed by 44, George III., c. 65.

[3] 43, George III., c. 142.

[4] 44, George III., c. 65.

[5] MS. Council Records, XLI., p. 45.

[6] *Ibid.*, XLI., pp. 74, 75.

[7] MS. Council Records, XLI., p. 435.

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Bank was led into a reservoir on what is now West Nile Street, whence it was carted over the city and supplied to purchasers at one halfpenny per stoup.[1] This proved a successful speculation. It is said to have yielded him about £4,000 a year; and he followed it up by erecting hot and cold baths and four small swimming baths in the street now known as Bath Street.

Better arrangements than those of Mr. Harley for the supply of water came to be needed by the rapidly growing community, and, recognising this, leading citizens took steps to raise a fund for obtaining an improved supply. These were so far advanced as to admit of the lord provost submitting to the council, on 24th January, 1804, a scheme, the consideration of which was however delayed.[2]

It is somewhat interesting to notice that, in May of this year, Denholm, one of the best of the local historians, thus writes of the water supply[3]:—

"As to the quality or quantity of the water with which the city is supplied . . . it is in general not of the best kind, as most of the springs contain selenite, in greater or less proportion, and some of them contain iron, which is, for the most part, suspended by the carbonic acid. Towards the west quarter of the city[4] the water is much purer than towards the east, and there is, in the Green belonging to the town, a spring of water called Arn's well, of the very best quality in the country. The quantity of it, however, is not sufficient to afford a supply to the whole inhabitants, and it lies so much below the level of the greater part of the city, that it has prevented its being conducted into it. Many proposals have been given in for supplying Glasgow with water from different sources, and surveys have been made, by order of the magistrates, in order to ascertain where a proper quantity can be procured, in a situation sufficiently elevated to serve the purpose. As yet, however, nothing has been concluded upon, though it is evident that there are many considerable springs in proper situations, which, if added together, would answer the proposed end. Two of these shall only be mentioned. The first, or that nearest to the town, is in the lands of Burnhead, in the parish of East Monkland, about one-half mile east of Airdrie, and eleven from Glasgow. . . . The second spring lies two miles further in the lands of Braco, and parish of Shotts. . . . These two united,

[1] Cleland's Abridgment, p. 394.

[2] MS. Council Records, XLI., p. 61.

[3] Denholm, pp. 232-235.

[4] "In this quarter is a well called the West Port well, which is noted for the purity of its water when compared with the others. It is so much frequented, and so excellent is the spring, that according to repeated observations . . there are drawn from it 5,850 gallons per day, at an average."

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or one of them, with some others in the neighbourhood, would, at all times, furnish the city, by means of a cistern and pipes, with a proper quantity of water: in the same manner is Edinburgh supplied from the cistern at Comiston. . . .

"But if still there should be good objections against bringing water thus into Glasgow, why not take advantage of the Clyde, which would always afford an abundant supply. Indeed, it is surprising that a scheme for this purpose has never hitherto been put into execution. It can only be accounted for from a prejudice which is entertained by many against river water, which, they alledge, is inferior to that direct from the spring. Unless the quality of the spring, however, be excellent, which is not often the case in this neighbourhood, the waters of the Clyde, in point of intrinsic goodness, if properly managed, are much superior; a fact that is known to every chemist, or other person acquainted with the nature and qualities of water."

He then proceeds to discuss the methods by which such a supply from the river could be made available (1) by conducting the water from a point sufficiently high into a reservoir of adequate elevation, or (2) by pumping, and in either case by filtration. He also refers to the canals as a source of supply. These, he says:—

"would afford it in great abundance. It might be brought, likewise, to the upper stories of every house; the basin of the Monkland canal being exactly upon a level with the top of the spire of the Tolbooth steeple, whose height is 126 feet from its base. This water would be of the greatest use in extinguishing fires."

He estimated that 80,000 gallons every twenty-four hours would be needed for domestic consumption and public works.[1]

In 1804 St. Vincent Street and Richmond Street were laid out.

In 1805 the rental of Glasgow had increased to £152,738, an excess of £71,254 over that in 1803.

The position of Glasgow relative to that of the other burghs of Scotland as regards liability to contribute to the burghs' proportion of land tax charged against the several royal and free burghs in 1805 is shown by the following statement, it being premised that these proportions were fixed with reference exclusively to the ancient royalty of each burgh. Extensions beyond the royalty were not taken into account, having been included in the county in which the burgh was situated when the land tax of Scotland was apportioned between counties and burghs at the time of the Union. In 1805 the relative proportions were fixed as follows:—

[1] Denholm, p. 237. The supply in 1899 to Glasgow and the whole water supply area varies from 50 to 64 million gallons per day, or from 50 to 64 gallons per day per head of the population.

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Edinburgh, £2,600, representing £33 6s. 8d. per cent.; Glasgow, £2,125, representing £27 5s. per cent.; Aberdeen, £526 10s., representing £6 15s. per cent.; Dundee, £468, representing £6 per cent.; Perth, £335 8s., representing £4 6s. per cent.; Stirling, £97 10s., representing £1 5s. per cent.; Ayr, £97 10s., representing £1 5s. per cent.; St. Andrews, £27 6s., representing 7s. per cent.; Montrose, £214 10s., representing £2 15s. per cent.; Inverness, £156, representing £2 per cent.; and Dumfries, £117, representing £1 10s. per cent. All the other burghs under £100 were charged £1 5s. per cent. These several proportions remained unaltered till 1896, when the government ceased to levy the tax.[1]

On 29th August, 1805, the lord provost was able to report that considerable progress had been made in obtaining subscriptions for promoting a water scheme, and that, as an act of parliament would be necessary, the requisite parliamentary notices would have to be given, leaving the council to determine, after the scheme was matured, whether the bill should be prosecuted.[2] Pending the consideration of the scheme thus referred to, the council, on a representation by the master of works, authorised the Cross well, in the High Street, to be put into a proper state of repair, at an estimated cost of £31 5s.[3]

On 16th December (1805), the council appointed a committee to confer with the agents of the several insurance companies in the city as to the means by which the expense of fire-engines, and of extinguishing fires, might be met till a preferable plan could be adopted.[4] But the negotiations which followed were fruitless, and on 10th February, 1806, they recommended that the existing practice should be continued, and that all the engines, pipes, and carts should belong to the city, and that each engine should be placed under the charge of one man who should have the direction of its use, but that, besides, a person should be appointed to superintend the whole under the direction of the magistrates.[5] On 24th March, however, the agents of seven of

[1] It was proposed in recent times to adjust the proportions of the tax on the basis of the then rental of burghs, several of which had been largely extended over county areas, but the proposal was resisted, and, on the requisite representations being made to the government, the chancellor of exchequer (Mr. Goschen), introduced and passed the Agricultural Rate, &c. (Scotland) Act, 1896, which during its continuance, supersedes the levying of the tax in burghs.

[2] MS. Council Records, XLI., pp. 456-7.

[3] *Ibid.*, XLII., p. 12.

[4] *Ibid.*, XLII., p. 49.

[5] *Ibid.*, XLII., pp. 114-117.

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these fire companies addressed a communication to the town council in which they requested that, in future, the bucket money should be applied in defraying the expense of fire extinction. If that were done, they had no doubt their constituents would contribute liberally towards the cost of a complete set of fire-engines and apparatus. This communication was remitted to the fire-engine committee.[1] Negotiations appeared to have meantime been opened with the Merchants' house and Trades' house[2] in 1807, with reference to applying the bucket money towards the expense of extinguishing fires, and the Merchants' house, on 8th December, 1807, resolved to pay over to the commissioners of police "that part of the burgess fines which was paid to them in name of bucket money."[3] Whether this resolution was acted upon, however, has not been ascertained. The Trades' house does not appear to have agreed to give up its share.

The parliamentary notices of the bill referred to by the lord provost on the 29th of August, having been given, and a bill having been prepared to incorporate a company for supplying water to the city, the council, on 28th February, 1806, authorised the lord provost, on behalf of it and the members of the proposed water-works company, to subscribe a petition to parliament for leave to bring in the bill.[4] On the same day proprietors of tenements in Taylor Street represented to the council that, about ten years previously they had erected, for the use of themselves and their tenants, a pump well at the north end of that street, but that, within the previous twelve months, it had fallen into disrepair. They were, however, desirous that it should be made available to the public, and with that view, and to meet somewhat the prevailing scarcity of water, they asked the council to cause it to be repaired and opened as speedily as possible. This petition was remitted to a committee for report, but the result does not appear.[5]

The water bill promoted with the approval of the town council received the sanction of parliament on 21st July, 1806,[6] and incorporated "the Company of Proprietors of the Glasgow Water-works," with a capital of £100,000, divided into 2,000 £50 shares. Of these the town council held twenty. Under the powers conferred by this act,

[1] MS. Council Records, XLII., pp. 133-4.
[2] *Ibid.*, p. 436.
[3] View of Merchants' House, p. 36.
[4] MS. Council Records, XLII., p. 125.
[5] *Ibid.*, p. 126.
[6] 46, George III., c. 136.

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water from the river Clyde was pumped into reservoirs at Dalmarnock, two or three miles above Jamaica bridge, and conveyed thence, after filtration, into reservoirs in Sydney Street and Rottenrow, whence it was distributed throughout the city and its suburbs. This act empowered all persons to draw water from the company's mains for the extinction of fires in the city and suburbs without making compensation; and fire-plugs were appointed to be provided at the expense of the company, the number and situation of such plugs being fixed by persons appointed by the master of works of the city and by the company. The works were constructed under the advice of James Watt, then a member of the firm of Boulton & Watt, and Thomas Telford, C.E., and the supply to the inhabitants was begun in 1807.

In 1806 the town council obtained a report from Thomas Telford as to the means to be adopted for the further improvement of the navigation of the Clyde, and in his report of 24th May he advised the execution of important works, which have since been largely executed. Among others he recommended the construction of a towing path, twenty feet wide, on the south side of the river from Glasgow to Renfrew, a distance of five miles. This path was accordingly formed, and much used for the tracking of ships by horses, till steam superseded towing by horse power. This pathway still exists, and along it a valuable public right-of-way is maintained.[1]

It having been found that the wooden bridge which in 1803 had been erected by subscription over the Clyde, between Glasgow and Hutchesontown, nearly opposite Saltmarket Street, could not be maintained, repaired, watched and lighted without parliamentary authority, an act was passed on 9th June, 1806, under which six trustees were appointed to be elected to keep the bridge in repair, and to levy tolls to provide the requisite funds.[2]

A second act, *inter alia*, authorised Clyde Street to be continued eastward from the south end of Stockwell Street to the Green; a new street between Argyle Street and Clyde Street opposite the south end of Queen Street to be opened; a street to be carried from the intersection of George Street and Duke Street with High Street northward to Weaver Street (but which street does not seem to have been formed); and the slaughter-house to be removed to a site between Bridgegate Street and the continuation of Clyde Street.[3]

A third act authorised the making of a canal, called the Glasgow, Paisley, and Ardrossan Canal, from the Harbour of Ardrossan to Tradestown, near Glasgow, with a collateral cut to the coal works at Hurlet.[4]

[1] The River Clyde, &c., pp. 28, 29.
[2] 46, George III., c. 58.
[3] 46, George III., c. 74.
[4] *Ibid.*, c. 75.

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A fourth act regarding roads in the county (amended 12, George III., c. 106) constituted Lanarkshire into Upper, Middle, and Lower Wards; appointed Glasgow to pay £10 as conversion for lands in the extended royalty of the city, in lieu of the sum for which the city was made liable by the first Glasgow police act (39 and 40, George III., c. 88); and appointed the magistrates and town council to levy and apply statute labour money within the royalty.[1]

In 1806-7 the rental of the burgh was £165,418, an increase of £12,680 since 1805.

On 13th February, 1807, the master of works called the attention of the town council to two fires which had happened in Calton, and to the expense which their extinction had occasioned. His communication was remitted to the committee on fire-engines, which, on 26th March, recommended that he should be authorised, till a new police bill was obtained, to pay five shillings to the owner of the first cart that brought water to assist in extinguishing fires within the city, three shillings to the owner of the second cart, two shillings to the third, and to every other one shilling and sixpence. This report was approved of by the council.[2]

Notwithstanding the existence of the Glasgow water company, a movement was set on foot in the latter part of 1806 to form another company, and on 6th March, 1807, an application was made by its promoters to the council to sanction an undertaking to raise water from the Clyde to the high grounds on the west of the city, to be distributed thence to the inhabitants. This application was, on the 19th, remitted to a committee for consideration, and on the 9th of June it recommended the council to consent on the same terms and under the same limitations as were applicable to the existing company. The committee were, however, of opinion that the council should take no share in the undertaking. It further recommended that the promoters should be required to furnish the council and the existing company with a copy of the heads of the proposed bill, so that it might be seen that there would be no interference with the previous act, and that the community would not be prejudiced. These recommendations were on the same day approved of.[3]

On 1st August, 1807, the second police act for Glasgow was obtained, and besides amending and continuing parts of the police act of 1800,

[1] 47, George III., c. 45. Amended by 1, George IV., c. 88.

[2] MS. Council Records, XLII., pp. 560-1.

[3] *Ibid.*, p. 631.

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provided for the maintenance of the police of the city for fourteen years, and for the better paving, lighting, and cleansing of the streets. It divided the city into twenty-four wards, and provided for the election of a commissioner for each ward and the levying of police assessments. It also imposed on the police commissioners the duty of taking over the fire extinguishing appliances then existing, and charged the whole cost of fire extinction upon the police rates. Towards the expenses of the police the Corporation were requested to contribute £800 a year.[1]

On the same day an act amended 12, George III., c. 82, for repairing and widening several roads in Lanarkshire, and for building a bridge over the Clyde at Howford; for converting the statute labour in the city, and repairing and regulating the roads within it. It also conferred on the magistrates and council the sole direction of executing, levying, and applying the statute labour and conversion money within the royalty of the city.[2]

After the police board was charged with the duty of providing for the suppression of fires, there seem to have been "six manual engines in the city, with about 1,000 feet of sewn leather hose, rivetting not being known in Glasgow at that time. The engines were of a pattern now obsolete, and could not be used for the conveyance of the men; in point of fact the men had, in almost all cases, to draw the engines to the scene of the fire." These engines were stationed at the several places undernoted.[3] At this time there were no fire-cocks in the city, and all the water used at fires had to be carried from wells or from the river.

On the 30th of the following month the clerk of police applied to the town council for delivery of the fire-engines and appurtenances, in terms of the act, and farther requested that such fire-engines as might in future be presented to the council by insurance companies or others should be handed over to the police commissioners. Instructions were accordingly given to the master of works to hand over all the

[1] 47, George III., c. 29.

[2] *Ibid.*, sec. 2, c. 45. Amended by 1, George IV., c. 88.

[3] (*a*) at the Meal Market; (*b*) at the Potato Market, King Street; (*c* & *d*) at the north end of the Wynd Church, between the New and Back Wynds, south side of Trongate; (*e*) at Hutchesons' Hospital; and (*f*) in Lang's Callander Close, Gallowgate Bridge. [This and other information has been supplied by Superintendent Paterson.]

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fire-engines belonging to the city, with the buckets, pipes, and whole appurtenances.[1]

On 24th December of that year another report by John Rennie was submitted to the council. In it he advised the adoption of a system of dredging the river, which had been attended with the best results. Anticipating also the further commercial growth and manufacturing progress of the city, he recommended the construction of two docks on the Broomielaw side of the river, and one on the opposite side of Windmillcroft.[2]

On 8th January, 1808, the Phœnix fire office presented a fire-engine to Glasgow, subject to the condition that its future repair should be borne by the city. This engine was accepted by the council; thanks were voted to the donors; and the engine was ordered to be handed over to the police commissioners.[3]

On the same day the heads of the bill, which the promoters of the new water scheme were required by the town council to submit, were furnished, and were remitted for consideration to a committee, who were instructed to obtain from the promoters a plan showing the mode in which it was proposed to draw the water from the Clyde.[4] On 16th February and 4th March reports on the bill by the committee on sewers, the statute labour committee, and the committee on streets, were submitted to the council and approved of,[5] and the bill incorporating "the Company of Proprietors of the Cranstonhill Waterworks" received the sanction of parliament on 27th May, 1808.[6] By it authority was given to pump water from the Clyde at Anderston quay to reservoirs at Cranstonhill, and the capital was fixed at £30,000 in £50 shares, but this capital was, under the authority of parliament, increased in 1812 to £40,000.[7] The act of 1808 imposed on the company obligations (1) to erect public wells and fountains in such parts of the suburbs of the city and places adjacent as might be most convenient, but not within the royalty, nor upon the streets or public places of Gorbals, without the consent of the magistrates of Glasgow; and (2) to allow water to be used for the extinction of fires in terms similar to

[1] MS. Council Records, XLII., p. 732.
[2] The River Clyde, &c., pp. 29, 30.
[3] MS. Council Records, XLIII., pp. 219, 220.
[4] *Ibid.*, p. 205.
[5] MS. Council Records, XLIII., pp. 214-9, 235-50.
[6] 48, George III., c. 44.
[7] 20th April, 1812. 52, George III., c. 52.

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those imposed on the Glasgow company. The works of the Cranstonhill company were situated to the west of the village of Anderston.

In 1808 North and South Albion Streets were opened, and in the following year West St. Vincent Street was opened.

In 1809 one Basil Aitchison was appointed General Superintendent of Fire Engines, and all the engines and pipes were ordered to be put into good repair. Under his superintendence fire-cocks appear to have been placed on the streets, and not on the footpaths as at present, and trial of the engine and pipes was appointed to be made once every six weeks, the number of engine masters was reduced from five to four, and the superintendent was required to visit each fire-plug weekly, and see that it was kept in serviceable condition.

An act of parliament was obtained this year authorising the road through Cowcaddens to Milnford of Garscube to be maintained and repaired.[1]

In this year also the town council obtained a third act of parliament for the improvement of the Clyde. It set forth in its preamble that, in consequence of the powers conferred by the two previous acts of 1758 and 1770, the navigation of the river had been greatly improved, its channel had been deepened and cleansed, the trade and shipping of the river had greatly increased and was increasing, the ships and vessels belonging to, and trading to and from the port of Glasgow had become more valuable and of larger dimensions; and that by continuing the works then being carried on, and executing others, the river might be still farther improved. It constituted the town council, which had hitherto acted in relation to the river improvement in the exercise of powers conferred by royal charters and acts of parliament—statutory trustees for the purposes of the acts of 1758 and 1770; authorised them to deepen the river still farther; to enlarge the harbour of Glasgow; to construct additional quays; and to execute a variety of other works.[2] At this time the total quayage was 697 yards, and the water area seven acres. The revenue of the harbour was £4,755 3s. 8d. Under the powers conferred by these acts the council proceeded with the deepening, widening, and improving of the river.

On 24th October, 1810, the Prince of Wales was appointed Regent, and that appointment was continued till the death of the king on 29th January, 1820.

In consequence of the insanitary condition of the prison of the city, and the necessity for providing accommodation for the circuit courts of justiciary which were held twice a year in Glasgow, the town council, under the authority of the act George III., c. 124 (1793), resolved, in February, 1807, to erect a building on portions of Linningshaugh, and on ground known as Skinner's green, which would meet both

[1] 49, George III., c. 30.

[2] 49, George III., c. 74.

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requirements. The site of the buildings was on the west side of the new street which the act authorised to be formed between Saltmarket Street and the contemplated bridge. The buildings, designed by William Stark, of Edinburgh, were completed at a cost to the city of £34,800, and were opened in 1814.

The oldest and most extensive of the public parks of the city is that known as "The Glasgow Green." A former green, known as the Old Green, extended along the north bank of the Clyde, from Molendinar burn on the east to St. Enoch's burn on the west, but the site of it is now wholly occupied by buildings, streets, railways, and quayage, with the exception of a narrow stripe, planted with trees, lying to the east of Victoria bridge, between Clyde Street and the river.[1]

Small portions of the green as it now exists were possessed by the community previous to 1589, but, in that year and subsequently, most if not all of these portions were disposed of. In 1662, however, the corporation began to re-acquire these portions and to purchase other lands adjoining. These are now included in the existing green.[2] The area of Glasgow green has thus undergone great changes. In 1740 it was 59 acres 1 rood 10 falls Scots measure. In 1810 it was 117 acres 1 rood 29 falls Scots measure. But shortly afterwards alienations of portions of it at and adjoining Monteith Row, under the authority of statute, reduced the extent to 108 acres 2 roods 17 poles imperial measure. Its present area is 136 imperial acres.[3]

St. George's Place was opened during this year.

In this year the revenue of the Clyde Trust had increased from £3,319 16s. 6d. in 1800, and £4,640 16s. 10d. in 1803, to £6,676 7s. 6d., an advance of £3,356 11s. 5d. over that in 1800, and of £2,035 10s. 8d. over that of 1803.[4]

In 1810 the total quayage was 697 yards; and the water area of the harbour was seven acres.

In 1810-11 an act of parliament altered and enlarged the powers of 31, George III., c. 107; 32, George III., c. 154; and 39, George III., c. 45, for making and repairing the roads from Livingston by the Kirk of Shotts to the city, and other roads and bridges therein mentioned.[5]

About 1811, the Glasgow water company consulted James Watt, then in his seventy-fifth year, as to the best mode of conveying water from a peninsula across the Clyde to the company's engines at Dalmarnock—a difficulty which appeared to them almost insurmountable, for it was

[1] A portion of this stripe was recently sold to the Glasgow and South-Western Railway Company at the price of £1,000 for the widening of their bridge over the Clyde.

[2] A list of these purchases, between the years 1662 and 1792, is given in Appendix V.

[3] The late Mr. Duncan M'Lellan, who was superintendent of parks from 1853 to 1893, published in 1894 a volume, titled "Glasgow Public Parks," which gives full information as to the then existing parks and open spaces of the city.

[4] Clyde Trust Accounts.

[5] 51, George III., c. 18.

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necessary to fit the pipes through which the water passed to the uneven and shifting bed of the river. Watt shortly afterwards suggested a plan, which showed that his inventive powers were unimpaired by age. Taking the tail of the lobster for his model, he devised a tube of iron similarly articulated, of which he forwarded a drawing to the company, and, acting upon his recommendation, they had the tube forthwith made and laid down. It proved a complete success. Watt declined to be paid for the service thus rendered; but the directors acknowledged it by presenting him with a piece of plate of the value of a hundred guineas.[1]

In consequence of the Glasgow fire insurance company having withdrawn its guarantee for payment of the expense of sending fire-engines to the suburbs in cases of fire, a committee of the police board, on 8th August, 1811, recommended, and the board resolved, that these engines should not be sent beyond the royalty, unless security for the consequent expenses were previously obtained. Guarantees for such expense having been subsequently given by Mr. David Denny and the Sun fire office, it was resolved that the engines should be sent out when necessary. On 26th September it was reported that, to facilitate the extinction of fires, about forty plugs had been put down in the city, but that the number being inadequate the insurance and water companies should be invited to supplement what the police board had done. The Phœnix fire office, however, declined this invitation, and the fire committee recommended an application to be made to parliament to alter the existing police act relative to the matter. It was also resolved, on 27th August, that two drums should be provided and beaten when fires occurred.

In 1811 the population of the city was 100,749, being an increase of 16,980 over that in 1800.

In 1811 the customs revenue at Glasgow was £3,124 2s. 4d., as compared with £427 17s. 7d. in 1801. The number of vessels owned in Glasgow was 35, with an aggregate tonnage of 2,620.

In 1812 an act of parliament authorised the Cranstonhill water-works company to borrow a further sum of £10,000, and to sell shares to that amount at a price not less than £50 per share.[2]

[1] Smiles' Engineers (Boulton and Watt), pp. 392, 393.

[2] 52, George III., c. 52.

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In 1812 an act of parliament amended that of 10, George III., c. 105, authorising the construction of a canal, with waggon way, from Old and New Monkland to the city.[1]

On 3rd June, 1813, petitions were presented to the council by the corporations of cordiners, barbers, and tailors, and by a number of citizens, complaining that both the Glasgow and Cranstonhill water companies had raised their rates, and asking that the public wells should be repaired. The master of works was, in consequence, directed to have these wells put in proper condition as speedily as possible.[2]

In January, 1812, the steamboat "Comet," constructed under the orders of Henry Bell, of Helensburgh, and having a tonnage of twenty-eight tons, commenced to ply on the Clyde between Glasgow, Greenock, and Helensburgh. This was followed in the same year by the "Elizabeth," of thirty tons; in February of the following year by the "Clyde," of sixty-five tons; in September, 1813, by the "Glasgow," of sixty-four tons. These, says Macgregor, were the pioneers of steam navigation on the Clyde and in Europe.[3]

On 20th March and 4th September of this year the town council, acting under the authority of 33, George III., c. 124 (1793), resolved to feu out a portion of the High or Calton Green, and under the advice of Mr. Hamilton, architect, who had prepared plans of the buildings to be erected upon it, this was done.

The shipbuilding and engineering industries on the Clyde took their humble beginning about this time.

In 1813 several new streets were opened up, and improvements were effected on the Green.

On 14th July, 1814, an act of parliament was authorised by which, after referring to the powers conferred by the act 33, George III., c. 124, the inadequacy of the moneys contributed and borrowed for the erection of the bridge over the Clyde thereby authorised, and the necessity for raising further moneys, repealed the borrowing powers of that act, and authorised £6,000 to be borrowed for the purposes

[1] 53 George III., c. 75. Amended by 4 and 5, Victoria, c. 54, and 9 and 10, Victoria, c. 11.

[2] MS. Council Records, XLV., p. 229. Dr. Strang mentions that the following streets were opened between 1797 and 1815:—Cathcart Street, in 1798; M'Alpine Street, Brown Street, and Carrick Street, in 1800; Richmond and St. Vincent Streets, in 1804; Stirling Square and Brunswick Place, in 1805; South and North Albion Streets, in 1808; West St. Vincent Street, in 1809; St. George's Place, in 1810; Bath Street, Gordon Street, Portland Street, Kent Street, Suffolk Street, and Dundas Street, in 1812; Great Hamilton Street, in 1813; and M'Farlane Street, in 1815; while all the other streets and lanes in the city underwent, particularly in the shop department, numerous important alterations [Glasgow and its clubs, p. 281].

[3] Macgregor's History of Glasgow, p. 396.

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of the act, subject to the provision that no portion of the sum borrowed should be chargeable against the tolls and pontages leviable either on the bridge between Glasgow and Gorbals, or on the bridge at the foot of Jamaica Street. It declared, moreover, that the tolls and pontages leviable upon the bridge, under the authority of the act, should only be leviable till the moneys borrowed and contributed, with interest thereon, should be paid, and also till £2,000 had been set aside for the future maintenance of the bridge. Designs for this bridge were obtained from Mr. John Rennie, the engineer of the Waterloo bridge over the Thames, then in course of erection. The act further provided for the construction of furnaces and the height of chimneys in the city.[1]

An act of parliament was also obtained to amend the act 33, George III., c. 160, for maintaining a road from the city to Port-Dundas, and thence to Garscube bridge by Dobbie's Loan.[2]

In the same year an act of parliament repealed all previous acts for maintaining and repairing the Glasgow and Shotts road, and made further and other provisions in regard to it.[3]

In November, 1814, all the fire-engines were tried, with 600 feet of hose attached to them, and all were found to be in good condition. About this time also several small engines were made with a force pump similar to those used in hothouses.[4] In 1816 a superintendent of the fire-engines was appointed to devote his whole time to the duty. In October, 1817, the hose in good condition belonging to the department extended to 450 yards, or about one-fourth of a mile.

In 1815 the rental of the city was £240,000—an increase of £87,262 on that of 1805. The revenue of the town council for the year to 31st December was £16,135 19s. 1½d., while its expenditure was £16,075 7s. 8d.; the revenue of the police establishment was £10,400, and its expenditure £9,521.

A Glasgow directory, published in July of this year, contains about 4,600 names, and a list of 176 places and streets as then existing. Fifty-seven fire-cocks were distributed over the city. The police office was then in West Albion Street, and the post office in East Albion Street.[5] Both of these narrow streets were subsequently formed into the present South Albion Street. The Paisley Canal carried passengers daily to and from Paisley and Johnstone, and the Monkland Canal had its basin at Townhead.

[1] 54, George III., c. 198.

[2] *Ibid.*, c. 200.

[3] *Ibid.*, c. 201; partly repealed by 1, George IV., c. 84.

[4] In 1815-6 all fire-cocks were removed from the street to the footpath, with great advantage to the efficiency of the service. In December, 1816, there were 152 fire-cocks in the city—117 on the mains of the Glasgow water company, and 35 on those of the Cranstonhill company.

[5] See Notes on the Glasgow Post Office and its development. Appendix W.

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In 1815-6 an act of parliament was passed for improving the road from Glasgow to Carlisle [1]

Previous to this time the only means of watering the streets was by using watering cans. But in April of this year a watering cart was acquired by the board of police and brought into use. It was drawn by one horse.

On 16th June, the town council and a number of private citizens obtained an act of parliament constituting "The Glasgow Gas Light Company" to manufacture gas for the supply of the city, and for lighting the streets. It empowered the company to raise £40,000 in shares of £25, and to borrow £10,000;[2] and in September of the following year gas lighting was introduced into the city.

The revenue of the town council for the year 1817-18 was £15,111 18s. 5d., and its expenditure £14,818 16s. The police expenditure was £11,617 8s. The police force numbered twenty officers, eighty watchmen, twenty patrol men, and sixteen scavengers. 1,472 street lamps were lighted; between five and six miles of sewers existed; and the fire brigade consisted of forty-eight men, with six fire-engines.

In 1818 an act of parliament enlarged the terms and powers of 34, George III., c. 140, and 37, George III., c. 161, in so far as these related to the road from the toll-house in Paisley Lane, at the west side of the entry to the new bridge of Glasgow near Parkhouse, to the east end of the bridge at Renfrew.[3]

Previous to this time no vessels engaged in foreign trade came up the Clyde further than Greenock or Port-Glasgow. Their cargoes were discharged into lighters, by which they were carried to Glasgow. These lighters were sailed, rowed, and poled up to Renfrew along the channel of the river, which had been deepened and improved by the town council of Glasgow. From Renfrew they were towed up by men and horses to the city. But in that year passenger

[1] 56, George III., c. 83. Two other acts were afterwards passed as to this road; the first relating to finance, 58, George III., c. 44; and the second amending the two previous acts, 59, George III., c. 90.

[2] 57, George III., c. 41. This act was enlarged and amended—(1) on 24th June, 1822, by the act 3, George IV., c. 80, which authorised the capital of the company to be increased by £40,000; (2) on 2nd May, 1825, by the act 6, George IV., c. 35, which authorised the capital to be increased by £20,000; and (3) on 11th April, 1826, by the act 7, George IV., c. 38, which empowered the capital to be increased by £50,000.

Peter Mackenzie, writing in 1866, thus describes the condition of the city previous to this time:—"'Tis dark as pitch! 'Tis dark as pitch was the password, the exclamation, and the reply often and again, thousands on thousands of times over in this city, some fifty years ago, ere the gas lights came to be introduced into it. Here and there, on the lone streets, stretching from the Gallowgate to Jamaica Street, there might be observed the feeble twinkling of a few oil lamps on their elevated wooden pedestals, but nothing else in that shape could be discerned, unless the moon and the bright stars of heaven broke through the darkness and dispelled the gloom" [Reminiscences, II., p. 141].

[3] 58, George III., c. 27.

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steamers between Glasgow and Rothesay, Largs and Campbeltown, were running daily, though still frequently impeded by shoals and sandbanks.

Towards the end of 1818, both the Glasgow and Cranstonhill water companies proposed to apply to parliament for additional powers, and negotiations with the council were entered upon. These resulted in the conclusion of arrangements under which the powers of the companies over streets were agreed to be kept within the limits of their former acts. The Cranstonhill company desired the council to acquire shares in their undertaking, but this proposal was declined.[1]

In 1819 the capital of the Glasgow water company was, under the authority of parliament, increased from £100,000 to £200,000 by the issue of 2,000 additional £50 shares; the powers conferred by 46, George III., c. 136, were enlarged; and the rates for domestic supply were limited to 7½ per cent. on the rental of houses under £100, and 5 per cent. on rents above £100, and were not to exceed £10, nor be less than 10s. for one house in any one year.[2]

After a time the water obtained by the Cranstonhill company from the river at Anderston quay was found to be unfit for use, and in 1819 the company applied for and obtained an act authorising the removal of their pumping works to Dalmarnock, a short distance below the works of the Glasgow company. At that point water was pumped from the Clyde to reservoirs, whence it was conveyed to Cranstonhill.[3]

In 1819 the rental of the city was £270,646—£30,646 in excess of that in 1815.

Monteith Row was then laid out.

At this time there was a daily mail by coach to London; five coaches were run to Edinburgh, one to Perth, one to Ayr, three to Paisley, two to Greenock, and one to each of Hamilton and Kilmarnock. A coach to each of Carlisle and Lanark made weekly journeys, going and returning.[4]

[1] MS. Council Records, XLVII., p. 629.

[2] 14th June, 1819. 59, George III., c. 67.

[3] 2nd July, 1819. 59, George III., c. 117. By this act the capital of the company was increased to £200,000, and the original £50 shares, as well as the new stock of £140,000, were appointed to be divided into £25 shares.

[4] Macgregor's History of Glasgow, p. 406-7.

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Chapter IV.—1820-1837.

On 29th January, 1820, King George IV. succeeded to the throne, and his reign extended till 26th June, 1830.

In the year 1820 the cost of the fire department was about £300.

On 15th July, 1820, an act of parliament was passed providing for the erection of a Bridewell, and appointing commissioners to execute the act for the County of Lanark and for the city. To provide the cost of such erection £30,000 was appointed to be raised, and of that sum £10,400 was to be levied from the lower ward, £6,100 from the middle ward, £4,000 from the upper ward, and £9,500 from the city.[1]

On 24th July, an act of parliament, *inter alia*, amended the act 47, George III., session 2, c. 45; transferred the powers which it conferred on the town council to trustees nominated by that body, the merchants' house, and the trades' house; and authorised the following new streets to be formed and opened—(*a*) a street running eastward from Stockwell Street to King Street, and thence eastward across Saltmarket Street to the Molendinar burn; (*b*) a street [now London Street] running from East Hamilton Street or Monteith Row westward, and terminating at the Cross; and (*c*) a street westward from the Barrack yard on the north of the Gallowgate, and terminating at or near the Cross.[2] In the course of forming East Clyde Street under the provisions of the act 46, George III., c. 74, the live cattle market had been removed to a site near Gallowgate.

Another act of parliament was passed in the same session as to making and maintaining certain roads in the counties of Lanark and Dumbarton, and repealing portions of the act 54, George III., c. 201.[3]

The revenue of the Clyde Trust for the year 1820 was £6,328 18s. 10d., being £346 8s. 8d. less than it was in 1810. Seventy-seven vessels belonged to citizens, with an aggregate tonnage of 6131 tons.

On 7th May, 1821, an act extended for fourteen years the duration of the Glasgow police act 39 and 40, George III., c. 88,[4] and the Cranstonhill water act 47, George III., session 2, c. 29,[5] both as regarded police, while it amended and enlarged the powers conferred by these acts.[6] The act also authorised two resident commissioners for each ward to be appointed.

[1] 1, George IV., c. 76, repealed by 3, George IV., c. 54.

[2] *Ibid.*, c. 88.

[3] *Ibid.*, c. 84.

[4] The first act for extending the royalty of the city and establishing a system of police in Glasgow.

[5] The act for establishing the Cranstonhill water-works company.

[6] 1 and 2, George IV., c. 48.

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In the same year an act of parliament enlarged, explained, and continued 34, George III., c. 140, and 39 and 40, George III., c. 94, for repairing and keeping in repair the road from Parkhouse to the Three-mile House.[1]

The population of the city in 1821 was 147,043, an increase of 46,294 over the number in 1811.[2]

In the same year the old Glasgow bridge at the foot of Stockwell was repaired and improved.

The river was so deepened that vessels drawing 13 feet 6 inches could unload at the Broomielaw, and the revenue of the Clyde Trust for that year was £8,070 2s. 2d., being £1,741 3s. 4d. in excess of what it was for the previous year. The quay at the Broomielaw was extended during the year to 482 feet.

The customs revenue at Glasgow was £16,147 17s. 7d., being £13,023 15s. 3d. in excess of that in 1811.

In this year also the cavalry barracks in Eglinton Street were erected.

In 1821-2 an act of parliament altered and enlarged the terms and powers of previous acts so far as these related to the roads from Inchbelly bridge to Glasgow, and leading over Garngad hill to Provanmill, and other roads connected with them.[3]

On 24th May, 1822, another act of parliament repealed the act of 1, George IV., c. 76, as not being calculated to answer the purpose intended, and being found inapplicable to the existing circumstances of Lanarkshire and the city. It therefore provided that the use of the Bridewell should be limited to the lower ward only, and to the city; that commissioners for executing the act should be appointed, some *ex officiis*, and others elected for the lower ward and city respectively. To meet the cost of erecting the bridewell £12,000 were appointed to be raised by assessments £3,000 from the lower ward, £1,800 from the middle ward, £1,200 from the upper ward, and £6,000 from the city. From the amount thus authorised the burgh of Calton and the village and lands of Mile End were relieved, as having previously erected a bridewell and jail. To defray the annual expenses of the bridewell, assessments

[1] 1 and 2, George IV., c. 87.

[2] "Consequent on the increase of population and commercial developments, previous to this term, there was," says Dr. Strang, "a vast increase of building, not only for the accommodation of the increasing number of inhabitants, but to meet the demands of trade and manufactures. It was now that Glasgow, indeed, first began seriously to break the boundaries of her ancient burgh, and to stretch her streets into a territory free from the *incubi* of burgh burdens; rendering it at length necessary, in the further progress of time, to abolish utterly the antiquated obligations on tradesmen, and to extend the municipal limits of the city under entirely new regulations."

The report of the Boundaries Commissioners of 1832 gives the number of houses within the city in 1821 as 33,805.

[3] 3 and 4, George IV., c. 17.

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were appointed to be made on the lower ward and city in the manner and to the amount therein specified.[1]

At the same time the Glasgow gas company obtained an act of parliament by which—on a narrative that, since 1816, when their act of 57, George III., c. 41, was obtained, new streets had been opened, and additional buildings, public works, and manufactories had been erected in the city and its suburbs, and larger supplies of gas had been required—the company were, *inter alia*, authorised to enlarge their works, and empowered to raise for that purpose, by the issue of additional shares, further sums of money not exceeding £40,000.[2]

The supplies of water furnished by the Glasgow and Cranstonhill companies obviously did not wholly meet the requirements of the inhabitants for, on 19th November, 1822, the superintendent of police reported to the council that a number of the public wells were in a very inefficient state, and caused an almost daily expense in plumber work. With a view to the improvement of the supply from these, he proposed to obtain money from the show people at the Fair to defray the cost of putting up cast-iron pump frames, which would look better than the wooden frames, be more durable, and diminish the annual expenditure. The council approved of the proposal, and appointed a committee to supervise the work. Cast-iron frames were afterwards put up in the streets at nine wells, one in the Green with connecting pipes, and two with wooden frames in the public washing-house. The cost was met by the subscriptions from the show people and by the price received for old lead taken from some of the wells which previously had double pumps. The subscriptions so collected during the previous eight years amounted to £689 6s. 6d.[3]

During this year the commissioners of police acquired, at the price of £4,659 6s. 2d., ground in South Albion Street on which to erect police buildings; and in 1825 part of the existing Central police office was erected upon it.[4]

[1] 3, George IV., c. 54, altered and amended by 5, George IV., c. 149.

[2] 3, George IV., c. 80. The Glasgow Gas Company's Act, 1822, amended by 6, George IV., c. 35.

[3] MS. Council Records, XLIX., p. 530.

[4] When the first police act was obtained in 1800 the police force succeeded the old town guard in the occupation of the Tron Church session-house. Subsequently the police were transferred to premises situated on the north-west corner of Bell Street and Candleriggs, but these, as well as a third office in Candleriggs, had to be relinquished, and, as already noticed (p. 82), a new office was provided in East Albion Street.

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In 1824, two acts were obtained (1) for amending the act for opening a street [London Street] from the Cross to Monteith Row;[1] (2) for making and maintaining roads (*a*) from the city to the village of Parkhead,[2] and (*b*) from the city to Yoker bridge.[3]

On 21st June in the same year an act of parliament set forth that 3, George IV., c. 54, should be altered and amended. It therefore provided for the election of 16 commissioners for the lower ward of Lanarkshire, and one for the barony of Gorbals; declared that, of the £12,000 authorised to be raised by the recited act for erecting a bridewell, £3,000 should be assessed on the lower ward, and £6,000 assessed on the city and its ancient and extended royalty, and continued the assessing and borrowing powers. In consideration of the town council of Glasgow having given over to the commissioners the part of the Bridewell in Duke Street, and the adjoining ground which belonged to them, it was provided that the city should get fifty secure cells in one of the wings or compartments of the new bridewell to be erected by the commissioners, and that these should be under the exclusive management of the magistrates for the solitary confinement and classification of offenders.[4]

In 1825 there were five fire-engines in the city, but they were so old as to be unreliable. In the following year all firemen were provided with badges to distinguish them at fires. The badges were worn on their hats. In 1827 200 feet of rivetted leather pipes were provided, and the outlay for the year for carters, firemen, &c., amounted to £364 17s. In the same year considerable negotiation took place between the police commissioners and the Glasgow and Cranstonhill water companies as to the putting down of water-cocks. The commissioners insisted that the companies were bound under their acts to provide cocks at their own expense; but the companies repudiated such obligation. As the result of this difference the number of fire-plugs was reduced from 152 to 138. Ultimately the commissioners reverted to their former practice of putting down the fire-plugs.

On 2nd May, in the same year, the Glasgow gas company obtained another act of parliament, by which—on a narrative of the acts 57, George III., c. 41, and 3, George IV., c. 80, under which they had raised and expended, not only the moneys thereby authorised, but large additional sums, and that since these acts were obtained the growth of the city, and especially of its rapidly extending suburbs, required additional expenditure—they were, empowered to raise £20,000 by the issue of additional shares.[5]

[1] 5, George IV., c. 69, amended by 7, George IV., c. 65.

[2] 5, George IV., c. 107.

[3] 5, George IV., c. 111.

[4] *Ibid.*, c. 149.

[5] 6, George IV., c. 80.

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On 10th June an act of parliament authorised the formation and opening of the following streets and road—(*a*) a street running eastward to the High Street in continuation of Ingram Street from the west boundary of Ramshorn churchyard; (*b*) a street in continuation of College Street from Shuttle Street on the east to North Albion Street on the west; (*c*) a street in continuation of North Albion Street southward to Canon Street or Ingram Street, as widened and continued; and (*d*) a new road [now called Parliamentary Road] from Buchanan Street a little to the north of the junction of Sauchiehall Road with that street, eastward to the road [now Castle Street] leading from Glasgow to Kirkintilloch.[1]

In the same year two acts were passed authorising (1) certain streets in the city to be made, and specially the formation of a street from King Street to Stockwell Street and thence to Howard Street;[2] and (2) the rebuilding of Kingston bridge, and for making and improving suitable approaches to it.[3]

The increase of trade and shipping which had resulted from the Clyde improvements already effected, stimulated the town council to farther efforts, and under the advice of Telford and John Clark, superintendent of the river, a fourth act of parliament was applied for and obtained on 10th June, 1825.[4] By this statute—which recited that, in consequence of the powers vested in the town council by the previous acts, the quays and harbour of the city had been greatly enlarged; the channel of the river had been deepened and cleansed, and the navigation greatly improved; that the trade and shipping of the city and river had much increased, and that the vessels trading to and from the port had become more valuable and of larger dimensions—the council were empowered to enlarge the quays and harbour; to deepen the channel of the river to at least 13 feet; to improve its navigation over the extended area between the south-eastern extremity of Glasgow Green and down to the harbour of Port-Glasgow; and to nominate five persons interested in the trade of the river to act with them as trustees of the navigation. This act also established on the Clyde three stages within which the rates and duties to be paid by ships and other vessels, goods and merchandise, were to be regulated; authorised a more effective system of police of the harbour; reserved all the jurisdictions, rights, and privileges of the city; and declared that the established ferries of Govan, Renfrew, Erskine and West ferry, should not be prejudiced.

At this time also two acts of parliament were passed (1) the Glasgow and Parkhead to Woodend Road Act,[5] and (2) the Glasgow and Redburn Bridge Act.[6]

In this year the registered tonnage of the shipping of Glasgow was 31,089, as compared with 6,131 in 1820.

The Glasgow Directory for this year contains the names of about 6,816 persons as resident in the city and its suburbs, being 2,216 in excess of the number in 1825. The list of places and streets then existing contains 306 names, as compared with 176 ten years previously.

[1] 6, George IV., c. 107.
[2] *Ibid.*, c. 111.
[3] *Ibid.*, c. 125.
[4] 6, George IV., c. 117.
[5] *Ibid.*, c. 190.
[6] *Ibid.*, c. 191.

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In consequence of an attempt having been made in 1822 to exclude the public from the use of a footpath along the Clyde at Westhorn, an action was instituted in the Court of Session to have a public right of way declared, and the right was affirmed in 1826.

In 1826 the Glasgow gas company obtained a fourth act of parliament by which they were empowered to raise a capital stock amounting to £100,000, with such additional sum as might be realised from the sale of 2,000 further shares of £25 each, to borrow £10,000, and to extend their undertaking so as to supply the rapidly increasing population of the city and its suburbs.[1]

As the act 39, George III., c. 40, authorising the levying of the ale and beer duty was about to expire, an act was passed to provide that on its expiry the contribution of £800 made to the police funds from the common good should cease.[2]

In the same year another act amended the act 5, George IV., c. 69, as to opening a street [London Street] from the Cross to Monteith Row.[3]

An act of parliament also incorporated the Glasgow and Garnkirk Railway Company, with a capital of £169,195, to make a railway from the Monkland and Kirkintilloch Railway by Garnkirk to Glasgow.[4] The railway was opened for mineral traffic in May, and for passengers on 27th September, 1831. Its station in Glasgow was at St. Rollox, and the railway was afterwards extended to Coatbridge. In 1846 it was sold to the Caledonian Railway Company,[5] and was opened for passengers into Buchanan Street station on 1st November, 1849.

At this time the spirit of railway enterprise led to the promotion of various schemes of intercommunication not only between England and Scotland, but between the most important towns and districts of Scotland. To these, however, it is not befitting to refer here, save in so far as they were directly connected with Glasgow.

The wooden bridge across the Clyde, at or near the foot of the Saltmarket, authorised by the act 46, George III., c. 58, having fallen into decay it became necessary to provide another. With that view an act was obtained on 26th May, 1826, by which a road was authorised to be made from the foot of Saltmarket to the Kilmarnock or Cathcart turnpike road, and a bridge to be built in the line

[1] 7, George IV., c. 38.

[2] *Ibid.*, c. 48.

[3] *Ibid.*, c. 65, amended by 1 and 2, William IV., c. 8.

[4] 7, George IV., c. 103, amended by 7 and 8, George IV., c. 88, and 11, George IV., c. 125. It was opened on 27th September, 1831.

[5] 9 and 10, Vict., c. 329.

One of the earliest railways authorised by parliament was the Wandsworth and Croydon line, the act for which was obtained in 1801, and the line was opened in 1805. This was followed in 1808 by the passing of the Kilmarnock and Troon railway act, and the opening of the line in 1810. Both these, however, were railways for mineral and merchandise; but in 1823 a movement was made to promote the Monkland and Kirkintilloch railway for passengers and goods, and on 27th May, 1824, the requisite act was obtained. The line was opened in 1826.

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of it across the Clyde from Glasgow to Hutchesontown. This bridge was to supersede the wooden bridge for foot passengers.[1]

The erection of the bridewell authorised by the acts 3, George IV., c. 54, and 5, George IV., c. 149, having been proceeded with under the arrangements already mentioned was finished in 1826.

On 28th May, 1827, an act of parliament set forth that while the acts 32, George II., c. 62; 8, George III. c. 16; and 14, George III., c. 103, had been carried into effect by the trustees therein named, the great increase of population during recent years could not be adequately accommodated by the Jamaica Street bridge, which needed to be widened, enlarged, and otherwise improved. It therefore added eight representatives from Renfrewshire and two from Ayrshire to the bridge Trust, and authorised the Jamaica Street bridge to be widened and the ascent to it to be reduced. In the event of either the Jamaica Street bridge or the old bridge opposite to Stockwell Street (which latter had a short time previously been repaired and widened) becoming unsafe or dangerous the trustees were empowered from time to time to rebuild or construct either or both bridges of such dimensions not exceeding 60 feet in width, and on such plan as they might determine, and to form suitable approaches thereto. The cost of each bridge was, however, restricted to £30,000. The trustees were also empowered to levy the tolls therein specified; to light, watch, and cleanse the bridges; to borrow £20,000; to let the tolls on the bridges; and after satisfying the debt of the trust to accumulate a fund of £10,000 for their future maintenance.[2]

On the same day an act of parliament authorised a carriage road or drive to be formed round the green, and empowered tolls to be levied thereon; regulated the height of chimney stalks, &c. £2,050 had been contributed by citizens to defray the cost of this road, and to provide work to unemployed weavers.[3]

In this session also an act amended the Ardrossan and Tradeston Canal act, and empowered the Company to form a railway from Johnston to Ardrossan.[4]

In consequence, apparently, of complaints as to the insufficient supply of water, a committee of the council was appointed on 15th January, 1829, to confer with the directors of the Glasgow water-works company on the subject, and particularly as to the deficiency of water during the night and at fires.[5] At this conference the directors expressed their desire to accommodate the public, but maintained that they had done all they were bound by statute to do; that they had placed a sufficient number of

[1] 7, George IV., c. 133.

[2] 7 and 8, George IV., c. 32. Municipal Corporation Reports (1835) II., 18-19.

[3] 7 and 8, George IV., c. 43.

[4] *Ibid.*, c. 87.

[5] MS. Council Records, LI., p. 733.

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fireplugs within the royalty—more than the Cranstonhill company had done; that they were not required by act of parliament to have their pipes charged with water during night for the extinction of fires; and that they declined to do so. The result of this conference having been reported to the council, was ordered to be communicated to the commissioners of police. The remit to the committee was also renewed, with instructions to confer with the directors of both the water companies and the police commissioners, and to endeavour to conclude such an arrangement as would be satisfactory to all parties.[1]

On 14th May, 1829, an act of parliament was obtained, which, after reciting the acts 32, George II., c. 62; 8, George III., c. 16; 14, George III., c. 103; 6, George IV., c. 117; and 7 and 8, George IV., c. 32, stated that since the last act was passed it had been found expedient to remove the Broomielaw or Jamaica Street bridge, and rebuild it of suitable dimensions and upon an improved plan; and that in consideration of the advantages which would thereby accrue to the harbour of Glasgow and the navigation of the Clyde, the Clyde trustees should contribute to the expense. The bridge trustees were accordingly empowered to take down the old bridge and to construct a new bridge opposite Jamaica Street, 60 feet in breadth; to make, widen, and improve the streets and passages to and from the bridge, and to erect a temporary bridge for use while the permanent bridge was being built. The Clyde trustees were also empowered to contribute £6,000 towards the cost of the new bridge.[2]

On 29th May, 1830, an act of parliament extended the boundaries of the city over the lands of Blythswood and adjacent lands; extended the civil and criminal jurisdiction of the magistrates of Glasgow over the annexed district; amended the police act; and divided the added territory into nine wards. This, the fourth act—referring to 39 and 40, George III., c. 88; 47, George III., c. 29; and 1 and 2, Victoria, c. 48, as regarded police—was appointed to endure till the termination of the act 1 and 2, George IV., c. 48, *i.e.*, till 1835.[3] It added 296 acres to the city, making its total area 2,160 acres.

An act of this year authorised the making of a railway from Pollok and Govan to the River Clyde at the harbour of Broomielaw.[4]

[1] MS. Council Records, LII., p. 2.

[2] 10, George IV., c. 46.

[3] 11, *Ibid.*, c. 42.

[4] 11, George IV. and William IV., c, 62, amended by 1 and 2, William IV., c. 52. In 1845 this line was extended to Hamilton and Motherwell (89 Vict., c. 160) and the following year it was amalgamated with the Caledonian Railway Company (9 and 10 Vict., c. 379).

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In this year also an act of parliament, known as the Garscube and Possil road act, authorised the formation of a road from the city through Cowcaddens.[1]

At this time the police force consisted of about 150 men, the streets were lighted by 1,460 lamps, and there were seven fire-engines and eight weighing-machines.

As a result of the inclusion of the lands of Blythswood within the city, ten fire-plugs were put down by the police commissioners in these lands. At this time the conveyance of engines and butts depended for transport to fires on the service of drivers and horses, stimulated by the payment given by the commissioners for such service, in the ratio of its promptitude.

On the death of King George IV. on 26th June, 1830, King William IV. succeeded to the throne, and his reign extended till 20th June, 1837.

On 22nd September, 1830, a number of proprietors and inhabitants in Gallowgate Street and its vicinity petitioned the council to place a pump well at the foot of Campbell Street. In connection with this application the superintendent of public works reported that there was a well in Gallowgate, near Campbell Street, "cradled with stone 25 feet deep, and in which were 15 feet of water," but that after the establishment of the two water companies the pipes and pump of this well had been removed—the pump being an interruption to what was a great thoroughfare. The magistrates also reported that the cost of a pump, 100 feet of leaden pipes, and other necessaries, would be £35. Under these circumstances, and while approving of the establishment of wells in districts occupied chiefly by the "lower classes," the council were not disposed to expend public money in constructing a well in that part of the city. If, however, the petitioners would bear the cost of fitting up a pump, &c., at the bottom of Campbell Street, the council would give the use of the well and keep it and the pumps in repair.[2] Whether this offer was accepted does not appear.

In this year the revenue of the Clyde Trust was £20,296 18s. 6d.—an excess of £13,967 19s. 8d. over that of 1820. The shipping owned in or on the register at Glasgow represented 39,432 tons—an increase of 8,343 tons since 1825.

[1] 11, George IV., c. 128.

[2] MS. Council Records, LII., p. 491.

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In 1831 an act of parliament authorised the line of road between Glasgow and Kilmarnock to be altered.[1]

The customs revenue for this year amounted to £68,741 5s. 9d—an excess of £52,593 8s. 2d. over that of 1821.

The length of the quays at the Broomielaw was 1,543 yards, and the water area of the harbour was 14 acres.

On 8th July, 1831, a report and estimates as to repairs on "Arns well" in Glasgow Green were submitted to the council, but nothing was done in regard to the matter. On the 24th of the following month, however, the Green committee made a further report on the subject, in which they stated that the well was in a very decayed condition, that no repairs had been made upon it for a very long period, and that nearly two-thirds of the water which might be obtained from it was lost by reason of its defective structure. They therefore recommended various improvements to be effected upon it. They also reported on the "Spout" well, immediately above the "Arns" well, describing it as "a place of very great resort, from the purity and quantity of the water for the purposes of washing," but as in "a very wretched state of order." Upon this well they recommended considerable repair; and they applied these recommendations, "almost entirely," to another spout still higher up, with a supply equally excellent both for quality and quantity. They then dealt with a complaint which had been made in the newspapers "as to the mónopoly of the water by the tacksman of the washing-house, and the consequent exclusion of the public," and found that no ground for such complaint existed. They also referred to another source of supply called "the Fountain"—a well in the old washing-house, near Nelson's monument—which used to supply an abundance of excellent water, but had been long shut up, and they suggested that the well might be made available either for the public

[1] 11, George IV., and 1, William IV., c. 138.

Mr. M'Gregor states that in 1830 Glasgow owned 217 vessels, with an aggregate measurement of 39,432 tons, and that during the year 1829-30 the total tonnage of the vessels which passed through the harbour was 718,536 tons, of which 527,576 were steam shipping [History of Glasgow, pp. 414-5]. He adds that about this time houses were being built in all directions. The suburbs of Anderston and Bridgeton, which a short time before were perfectly distinct from the city, were being assimilated by it. Gorbals and Tradeston were feuing quickly; Calton was filling up; and Cowcaddens, the once far-off village, was becoming connected with the great city [*Ibid.*, p. 422].

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using the lower part of the Green, or for use in the Washing-house. Finally, they called attention to what were called the mineral springs, near Peat Bog. There were three of these, containing water slightly impregnated with iron, and much resorted to by the people "under an impression of their medicinal qualities, particularly for the eyes." All these wells were "in a miserable condition," but could be repaired and made easily accessible "at a very trifling expense for pipes." When this report was submitted to the council the committee were authorised to procure estimates for executing the work which they recommended on Arns well.[1]

In 1831 the population of the city was 202,426—an excess of 55,383 over that of 1821.

The report of the Boundaries Commissioners of 1832 gives the number of houses within the city in 1831 as 43,513—an excess of 9,708 over that of 1821.

In the same year an act of parliament was obtained to amend the previous act authorising the opening of a street [London Street] from the Cross to Monteith Row.[2]

In 1831-2 acts of parliament amended (1) the Gorbals statute labour conversion act,[3] and (2) the Glasgow and Carlisle road act.[4]

By the Reform act of 1832[5] Glasgow,—which, in conjunction with Rutherglen, Renfrew, and Dumbarton, had previously returned a single member to the House of Commons,—had two members assigned to it, and in accordance with the recommendations of a Boundaries Commission issued in 1831, the boundaries of the burgh were defined by schedule M of the act, so as to include the whole municipal area south of the Forth and Clyde canal, together with what were then the separate burghs of Anderston[6] and Calton,[7] and the greater part of the barony of Gorbals.[8] On 28th August in the following year the

[1] MS. Council Records, LIII., pp. 65-70.
[2] 1 and 2, William IV., c. 8.
[3] *Ibid.*, c. 9.
[4] 2 and 3, William IV., c. 100.
[5] *Ibid.*, c. 65, 17th July, 1832.
[6] See Appendix X. (Anderston).
[7] See Appendix Y. (Calton).
[8] See Appendix D. (Gorbals).

At that time Partick was a small village situated to the west of the river Kelvin, and separated from the city by about a mile and a half of open agricultural ground. There were also, on the north side of the Forth and Clyde canal, manufactories about half a mile distant from the nearest built-up part of the city. Partick and these manufactories were not proposed by the Boundaries Commissioners to be included within the city, because, as they explained in their report of 1832, "the Kelvin and Canal must have been lost as boundaries, and none so good could have been found." Obviously could the commissioners have foreseen the extraordinarily rapid growth of the city over both of these areas, they would have included them within the parliamentary boundaries.

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Burgh Reform act was passed,[1] and regulated the constitution of royal and parliamentary burghs. By this act Glasgow was divided into five wards, each of which returned six representatives, and these, with the dean of guild and deacon convener, made up a town council of thirty-two members. The first election took place in November, 1833.

Following upon this act a royal commission was issued "to make a general inquiry into the state and condition of the several cities, burghs, and towns of Scotland, and particularly . . . as to the boundaries or territory over which the municipal authority and jurisdiction ought to extend, and as to the best method of uniting and consolidating contiguous subordinate burghs or adjacent districts lying within the parliamentary boundaries of such cities and burghs, in respect of their municipal government, local jurisdiction, and otherwise."[2] That commission reported on 5th August, 1835, and in their special report on Glasgow stated that they saw "no sound objection to the union of all the districts comprised within the parliamentary boundary, and were of opinion that there are considerable advantages which would be attendant on the measure."[3] In that report the expense of the fire department of the police of the city for the year to 13th June, 1833, is stated to have been £134 17s. 7½d.[4]

The old Broomielaw or Jamaica Street bridge having, under the provisions of 10, George IV., c. 46, been taken down, the foundation stone of the new bridge, designed by Thomas Telford, was laid with great ceremony on the same site on 3rd September, 1833, and was opened for traffic on 1st January, 1836,[5] rather more than a year after the engineer's death. To meet the public requirements after the old bridge was removed and during the construction of the new one, a wooden bridge was erected opposite South Portland Street, and was continued under the authority of the act 6 and 7, William IV., c. 88, till 1846, when, having become unsafe, it was removed. The South Portland Street suspension bridge was afterwards erected on the same site at the expense of the heritors of Gorbals.

On 18th October, 1833, the foundation stone of the bridge over the Molendinar burn, near the Cathedral, was laid.

[1] 3 and 4, William IV., c. 76, 28th August, 1833.

[2] Commissioners' Report, I., p. 5.

[3] *Ibid.*, II., p. 39.

[4] *Ibid.*, II., p. 30.

[5] In referring to this bridge, Dr. Smiles states that it was "the most important, as it was the last of the great engineer," and he adds:—"The deepening of the river at the Broomielaw had led to a gradual undermining of the foundations of the old bridge, which were situated close to the principal landing-place. A little above it was an ancient over-fall weir, which had also contributed to scour away the foundations of the piers. Besides, the bridge was felt to be narrow, inconvenient, and ill adapted for accommodating the immense traffic passing across the Clyde at that point. It was therefore determined to take down the old structure and build a new one, and Mr. Telford was called upon to supply the design. . . . It is 560 feet in length, with an open waterway of 389 feet, and its total width of carriage-way and footpath is 60 feet, or wider, at the time it was built, than any river bridge in the kingdom" [Smiles' Engineers (Telford), p. 286].

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Neither of the water companies having proved financially successful, both resolved, in 1833, to amalgamate, and on 23rd August intimated to the council that, subject to the approval of their respective shareholders, such was their intention. On receipt of this intimation the council remitted to its committee on landed property to consider the matter,[1] and that committee, on 9th October, submitted its report, dated two days previously. In it, subordinating the pecuniary interests of the corporation as shareholders to the general interest of the community, but recognising the great losses sustained by the proprietors of the Cranstonhill company, the committee stated that the council could have no desire to oppose any arrangement beneficial to the two companies which did not lead to "the exaction of extravagant rates, injurious to the community, and particularly to the poorer classes." With that view the committee recommended the council, as shareholders of the Glasgow company, to withhold their consent to the proposed amalgamation in the meantime, and to insist on such a limitation of profits, or the establishment of such water rates, as might be fair and reasonable.[2] Negotiations thereupon took place with the companies,[3] but, with a view to the council being placed in the best position for protecting the public interest, it was resolved, on 23rd January, 1834, (1) to oppose all attempts to obtain a monopoly in the supply and sale of water; (2) to obtain from the companies a copy of the heads of their bill, and, if necessary, to confer with the directors with a view to an amicable arrangement; and (3) in the event of such arrangement not being effected to oppose the bill.[4] The result of the negotiations which followed not having been satisfactory, the council, on 3rd February, resolved to petition against the bill, and appointed a deputation to proceed to London and oppose it.[5]

Petitions against it were also presented by 40,000 citizens, by the commissioners of police, the merchants' house, the trades' house, the Clyde trustees, the statute labour trustees, the magistrates of Gorbals, and the burgh of Rutherglen. The committee of the commons had the bill under consideration on 25th, 29th, and 30th April, and passed the preamble by 13, as against 12. Clauses were discussed on

[1] MS. Council Records, LIII., p. 658.
[2] *Ibid.*, LIV., pp. 21-25.
[3] *Ibid.*, LIV., pp. 64, 154.
[4] MS. Council Records, LIV., pp. 207-212.
[5] *Ibid.*, LIV., p. 232.

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1st May, when the committee appointed a sub-committee of their number to endeavour to effect an arrangement with the parties. On the following day the sub-committee met, and, after hearing parties, presented to the committee their report, which was discussed on 7th and 8th May, on which latter day the committee adjourned till the 15th to enable the promoters to determine whether, in view of the amendments which the committee proposed to make upon it, they would proceed with the bill. Conferences subsequently took place between the promoters and the opponents, but, as they failed to come to terms, the promoters, on the 15th, intimated to the committee that the bill was not to be further proceeded with.[1] The report of the council's deputation was presented and approved of, and the deputation, and the members of parliament who supported them, were thanked on 26th June.[2]

In 1833-4 an act of parliament provided for the maintenance, improvement, and repair of the Glasgow and Shotts road.[3]

On 2nd January, 1834, the police board adopted a series of regulations for the fire department, defining the duties of the superintendent and lieutenants of police in relation to fires, the superintendent of the fire department, the firemen, and the sixteen regular carters attached to the department. By these regulations the superintendent of fires was placed under the direction of the superintendent of police in regard to all matters "connected with the economy of the police establishment." But the duty of ordering out the engines, butts, &c., on the occasion of fire, the determination of the number to be sent out, and the direction of their operation at fires, was imposed upon the fire superintendent, who was declared to be responsible for the efficiency of the fire service. The superintendent of police and the whole servants of the establishment under him were required to attend all fires, and, in addition to keeping order and protecting property, were appointed to aid by every means in their power the exertions of the officers of the fire department.

[1] MS. Council Records, LIV., pp. 390, 398, 402, 413.

[2] *Ibid.*, pp. 431, 434.

[3] 4 and 5, William IV., c. 30, altered and extended by 6 and 7, William IV., c. 89.

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On 13th February, 1834, the council appointed the committee on wells to consider the propriety of putting the public wells in a condition of repair,[1] and, on 7th July, a petition by a number of inhabitants to have the old Bishop's well restored was remitted to the committee to consider and report upon it, and upon the expediency of constructing a new well at the old guard house.[2] On 14th August the committee reported that, of thirty town wells, fourteen were in good order, and they recommended the following to be opened for public use:—one at Campbell Street, one at St. Enoch's Wynd, one in Taylor Street, and one at Townhead, formerly known as the "Bishop's well." They further recommended £90 to be expended in opening these wells, and reported an offer by a plumber to keep up the wells, so far as plumber and iron-work were concerned, for three years, at a cost of £32 a-year.[3] This report was approved of by the council on 28th August, on which date two petitions by citizens were presented to have additional public wells opened.[4] On 4th September a petition by inhabitants to have the Ladywell opened was remitted to the committee, whose report recommending that the well at the old washing-house in the Green should be opened was at the same time approved.[5]

During October, November, and December a good deal of discussion took place as to a complaint that the Ladywell had been deprived of water by the operations of adjoining proprietors, and in the last of these months a remit was made to the wells committee to consider as to having a well opened in lands belonging to the Merchants' House to take the place of the Ladywell.[6] The discussions as to this matter were also prolonged into the following year. On 22nd January, 1835, the residents near the Ladywell complained to the council of prejudicial operations by the merchants' house,[7] and after a good deal of action, and reports by the committee, it was resolved, on 6th August, to restore and improve the well, and to provide it with a pump and a tram at a cost of £50, of which sum the merchants' house agreed to contribute one-half.[8]

[1] MS. Council Records, LIV., p. 254.
[2] *Ibid.*, p. 459.
[3] *Ibid.*, p. 509.
[4] *Ibid.*, p. 521.
[5] *Ibid.*, p. 545.
[6] MS. Council Records, LIV., pp. 610, 628, 706. Vol LV., pp. 2, 19, 28, and 33.
[7] MS. Council Records, LV., 44.
[8] *Ibid.*, pp. 69, 71, 138, 163, and 218.

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In the beginning of 1835 a proposal to renew the attempt to have the two water companies amalgamated led to the appointment by the town council, on 7th February, of a committee to safeguard the interests of the community against the monopoly which such an amalgamation would create;[1] and, on the 12th, that committee was instructed to confer with the two companies as to the bill which they had intimated their intention to promote, and to intimate to the several public bodies of the city, whose co-operation the council had invited, that, if within a week they did not intimate their readiness to co-operate, the council would take independent action.[2] Following, apparently, on this intimation, both the Clyde trustees and the police board agreed to co-operate, but the water companies intimated that they were only prepared to confer with the representatives of the council apart from other bodies. The council accordingly instructed its committee to meet with the companies, and to report the result.[3] This instruction was reported to the co-operating bodies, who concurred in the proposed course, and the committee of council intimated to the water companies their readiness to confer with them, but the companies declined to meet that committee unless the council discontinued its co-operation with other public bodies. Under these circumstances the committee recommended that they should be authorised, in concert with other public bodies, to oppose the bill, and this recommendation was approved of by the council on 9th March.[4] On 27th March petitions against the bill were authorised to be lodged, and a deputation was appointed to oppose the bill in parliament,[5] which, if it was prosecuted, appears to have been rejected.

On 30th July, two petitions by inhabitants to have a well established in each of Abercromby Street and Sydney Street[6] were remitted to the wells committee; and on 17th September a remit was made to the committee to consider as to having the well in Argyle Street removed to Union Street.[7]

In this year two acts of parliament were passed (1) authorising the line of road from Milnford of Garscube to the city to be altered, and the roads leading therefrom to the city to be improved;[8] and (2) providing as to the Port-Dundas and Craighall road.[9]

[1] MS. Council Records, LV., p. 61.
[2] *Ibid.*, p. 71.
[3] *Ibid.*, p. 84.
[4] *Ibid.*, p. 101.
[5] *Ibid.*, p. 133.
[6] MS. Council Records, LV., p. 209.
[7] *Ibid.*, p. 253.
[8] 5 and 6, William IV., c. 87
[9] *Ibid.*, c. 109.

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The registered tonnage of Glasgow shipping at this time was 59,151—an increase of 19,719 tons since 1830.

On 15th October the town council appointed a committee to negotiate with the two water companies, and, if necessary, to apply to parliament for authority to purchase their undertakings, and to have them vested in a body of public trustees.[1] The companies, however, having given notice of their intention to promote a bill in the ensuing session empowering them to amalgamate, the committee reported against the expediency, in the public interest, of such an amalgamation, and in favour of the propriety of having the water supply transferred to public trustees.[2] This report was approved by the council on 28th January, 1836, and the committee were instructed to negotiate with the companies with a view to an amicable arrangement on that basis.[3] The companies had however, meanwhile, deposited their bill; and on 19th February the council resolved not only to oppose it but to promote a bill for having the water undertakings transferred to trustees to be elected by the ratepayers, on terms to be mutually adjusted, or, failing agreement, according to the valuation of a jury.[4] Towards meeting the expense of such action as that involved, it was also resolved to appeal to the public for subscriptions, and with this view to forward subscription papers to members of the council, to the magistrates of Gorbals, Calton, and Anderston,[5] and to the commissioners of police and members of the trades house. On 26th February a report by the committee as to the companies' bill was approved of by the council, which took into consideration, amended, and approved of a draft bill which had been prepared for transferring the water works to a public trust.[6] At the same time the council were desirous that an amicable arrangement with the companies should, if possible, be effected, and the committee were instructed to negotiate with them with that object. Negotiations appear to have been forthwith opened, and, on 10th March, the committee reported to the council as to the terms of a compromise.[7] But the idea of compromise seems to have

[1] MS. Council Records, LV., p. 290.
[2] *Ibid.*, p. 377.
[3] *Ibid.*, p. 393.
[4] *Ibid.*, p. 413.
[5] These districts were incorporated with the city by the Municipality Extension act of 1846 [9 and 10 Victoria, c. 289].
[6] MS. Council Records, LV., p. 417.
[7] *Ibid.*, p. 428.

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been unfavourably entertained by a section of the public, and on 14th March the Glasgow Political Union petitioned the council to oppose the union of the companies. On the same day, and also on the 17th, 21st, 24th, and 25th, the committee's report was considered and finally approved, subject to various amendments on the companies' bill.[1]

Meanwhile, however, the public dissatisfaction with the water supply found expression in a public meeting of the citizens, held in the town hall on the 21st of March, when it was resolved to establish another water company on a popular basis. The shares were proposed to be of the value of £5; the water was to be supplied by gravitation; fountains were to be provided free of charge to the poor; profits were to be limited to 5 per cent.; and the works were to be transferred to the municipality whensoever it was prepared to take them over. A deputation appointed to represent that resolution presented it to the council on 24th March, and urged it to oppose the companies' bill and support the proposals of the public meeting.[2]

The council's resolution as to the companies' bill, with the amendments upon it, was appointed, on 25th March, to be communicated to the companies, and as they seem to have demurred to accept the amendments proposed, Councillor Pattison was appointed, on 6th April, to go to London and oppose the bill unless the amendments were given effect to.[3] He seems, however, to have failed in his endeavour to come to terms with the companies, and both bills were accordingly withdrawn.[4]

In the exercise of the powers conferred by parliament upon the Clyde Trustees, the deepening, widening, and straightening of the channel of the river were so continued, that in this year Mr. Walker, the consulting engineer of the trust, was able to report that from 7 to 8 feet was the depth at low water at the Broomielaw; that the lift of a neap tide at Glasgow Bridge (which was only sensible in 1755) was 4 feet, and of a spring tide 7 to 8 feet, thus making a depth of 12 feet at high water of neap tide and 15 feet of spring tide. The result of this deepening was that vessels of from 300 to 400 tons could be brought up to the city.

Under the circumstances above described, the growth of population seems to have necessitated the providing of additional supplies of

[1] MS. Council Records, LV., pp. 434, 441, 444, 451.

[2] *Ibid.*, p. 444.

[3] MS. Council Records, LV., p. 456.

[4] *Ibid.*, p. 464.

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water, and, on 18th August, the wells committee were instructed to ascertain whether certain springs at the foot of High Montrose Street were suitable for the opening of wells there.[1] On 8th September, again, the committee recommended that the wells in Taylor Street and Upper High Street (the Bishop's well) should be fitted with new pumps, and this recommendation was approved of by the council, who, at the same time, authorised a new well to be formed in the neighbourhood of Abercromby Street and Duncan Street.[2] On 24th November, inhabitants in M'Farlane Street petitioned to have a well established there, and their petition was remitted to the committee.[3]

On 19th May, 1836, an act of parliament recited and amended the acts 3, George IV., c. 54; and 5, George IV., c. 149, and empowered the commissioners whom it appointed to erect and maintain a justiciary court-house, sheriff-court houses, and public offices for the city and lower ward of Lanarkshire, a hall for the sittings of the court of session, when trying civil causes with juries, a lock-up house and suitable court-houses and public offices for the use of the local authorities and public officers of the city, and connected with the lower ward, and also to manage the county and city bridewell. It appointed the lord provost, bailies, dean of guild, deacon-convener, and treasurer of the city, with five persons to be appointed by the town council and the sheriff of the county, and eleven persons to be appointed by the commissioners of supply of the lower ward, middle ward, and upper ward of the county, to be the commissioners for carrying the act into effect, and prescribed the proportions in which the cost of the erections, and the necessary streets and approaches thereto was to be borne by the city, by the lower ward (including the burgh of Rutherglen), the middle and upper wards of the county, and by the counties of Renfrew and Dumbarton.[4]

In the same year the following acts of parliament were passed:—(1) To make and maintain a canal from the Forth and Clyde canal to the Clyde opposite the river Cart;[5] (2) to alter and extend the powers of the Glasgow and Shotts road acts;[6] (3) to authorise Tollcross and places adjacent to be lighted with gas;[7] and (4) to authorise the making and maintenance of a road from Anniesland Toll to St. George's road, and branch roads in connection therewith.[8]

On 3rd August the committee on wells recommended the council to allow a Mr. Simpson to lay a water-pipe across the Green during

[1] MS. Council Records, LV., p. 528.
[2] *Ibid.*, p. 534.
[3] *Ibid.*, p. 617.
[4] 6, William IV., c. 24.
[5] *Ibid.*, c. 51.
[6] 6, William IV., c. 89.
[7] *Ibid.*, c. 91.
[8] *Ibid.*, c. 138, amended by 2 and 3 Victoria, c. 82.

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pleasure at a rent at the rate of £50 per annum for a ten-inch pipe, on condition that he should supply water through it to any person or steam engine beyond his own property. They also recommended that a Mr. Henry should be allowed to lay a pipe to his works across the Green on the same terms.[1] Subsequently, on 22nd December, the Cranstonhill company, who were proceeding to lay additional pipes for the service of the town, applied to the council for permission to lay new pipes in the Green.[2] This application was remitted to the committee on wells, which on 26th December, sent it for consideration and report to a sub-committee, and it, on 10th January, 1837, reported the conditions on which the permission sought might be granted. The report appears to have been approved of by the wells committee, and presented on 16th February, to the council, which remitted the matter back for reconsideration. Being divided in opinion on the subject, the committee reported its division to the council, which, on 16th March, consented to these pipes being laid during pleasure, on condition of the company paying £25 for the privilege, and placing three fountains along the pipes for the use of the public.[3] The company, however, on 26th April, remonstrated by letter against this decision, but the wells committee, on 6th May, recommended the council to adhere to its former decision, adding a recommendation that the company should be required not only to make the three fountains but to keep them in good repair, with an underground drain from each to the burn or river, and also, when required, to lift, remove, or alter any of the pipes laid by the company through the property of the corporation.[4]

In 1837 an act of parliament authorised the formation of a road from Duke street to the east end of Blackfriars road or Regent street in Glasgow.[5]

On 8th June, an act of parliament continued the police acts of the city for a period of five years; vested the management of the statute labour committee money in the police board, and conferred further powers upon it.[6]

[1] Minute Book of Committee, Vol. I.
[2] MS. Council Records, LV., p. 659.
[3] *Ibid.*, LVI., p. 45.
[4] Minute Book of Committee, Vol. I.
[5] 7, William IV., c. 37.
[6] *Ibid.*, c. 48.

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Chapter V.—1837-1859.

On 20th June, 1837, Queen Victoria ascended the throne, and commenced a reign during which the development of Glasgow can only be described as being by "leaps and bounds."

On 5th July parliament authorised the construction (1) of a railway from Glasgow to Greenock, by Paisley and Port-Glasgow;[1] and (2) of the Glasgow, Paisley, Kilmarnock, and Ayr railway, with branches.[2]

In the same year an act of parliament authorised a canal to be formed from the Monkland canal to the lands of Dunchattan on the north side of Duke street.[3]

Matters connected with the water supply of the city remained quiescent till 29th January, 1838, when the lord provost submitted to the council a letter received by him from the water companies, transmitting a copy of a bill which they proposed to introduce in the next session of parliament, seeking authority to amalgamate the two companies.[4] The council, thereupon, on 15th February, appointed a committee to treat with both companies for a purchase of their respective works.[5] This committee appears to have forthwith opened negotiations with the companies, but, on 27th February, reported that the companies were unfavourable to the transfer of their works to a public trust. The council, however, renewed the remit to the committee to confer further with the companies.[6]

[1] 7, William IV. and 1, Victoria, c. 116. This railway was opened between Glasgow and Paisley on 14th July, 1840, and between Glasgow and Greenock on 31st March, 1841. The station in Glasgow was in Bridge Street.

[2] *Ibid.*, c. 117. The works of this railway were commenced in May, 1838, and the portion between Ayr and Irvine was opened in July, 1839, and that between Glasgow and Ayr on 12th August, 1840. The station of this railway in Glasgow was also in Bridge Street. A number of branches of this railway were authorised in subsequent years, and in 1846 the line extended from Cumnock to the Caledonian Railway at Gretna under the name of the Glasgow, Dumfries, and Carlisle railway. This latter company and the Glasgow, Paisley, Kilmarnock, and Ayr Company were amalgamated in 1847 under the name of the Glasgow and South-Western Railway Company [10 and 11 Victoria, c. 183].

[3] 1, Victoria, c. 25. The Monkland Canal, commencing at the North Calder river, passes Monkland, with its several public works, and joins the Forth and Clyde Canal at Port-Dundas.

[4] MS. Council Records, LVI., p. 406.

[5] *Ibid.*, p. 418.

[6] *Ibid.*, pp. 423-7.

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The result of further conferences was the adjustment of terms of amicable arrangement, which were reported to the council on 6th March, and laid on the table[1] till the 8th, when the report was discussed and approved, and the committee were instructed to meet with the directors of the companies, and prepare and adjust clauses to be inserted in the bill.[2] Clauses were accordingly prepared and transmitted to the companies, but, on 14th March, the committee reported that, in consequence of opposition which had recently arisen to the bill out of doors, the companies could not proceed with further negotiations.[3] On the 17th a letter from the companies, of date the 15th, was submitted to the council, in which they stated the grounds of their inability to continue negotiations in Glasgow, whereupon the council resolved to take all necessary steps to oppose the bill unless satisfactory clauses were introduced into it. With that view, a petition against the bill was ordered to be presented.[4] When the bill went into committee in the commons, all parties were fully heard, and a sub-committee was appointed to report as to the amendments subject to which the bill might be passed. These were communicated to the parties, and an opportunity was afforded them to consult their respective constituents. The council, on 19th April, accepted these as in substantial accordance with what they had previously resolved to require, and remitted the whole matter to its committee to continue the opposition if the promoters did not accept the proposed amendments.[5] On 18th May the committee of the commons passed the preamble of the bill, subject to effect being given, by clauses, to these amendments. Clauses were afterwards adjusted in the interests of the community, and the bill passed the commons in the end of May. But opposition to it was renewed in the lords, who, however, passed it substantially as it had left the commons, but with the addition of certain clauses suggested on behalf of the council. The bill received the royal assent on 27th July,[6] and was reported to the council on 16th August.[7] After discussion, on 6th and 20th September and 4th October, the actions of the deputation were approved on 5th October.[8]

[1] MS. Council Records, LVI., p. 437.
[2] *Ibid.*, p. 438.
[3] *Ibid.*, p. 451.
[4] *Ibid.*, p. 456.
[5] MS. Council Records, LVI., p. 502.
[6] 1 and 2 Victoria, cap. 86.
[7] MS. Council Records, p. 569.
[8] *Ibid.*, pp. 589, 600, 604, 605.

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The act of 1838 altered, amended, and in part repealed the powers of the previous water acts; enabled the Glasgow company to purchase the Cranstonhill works, and to raise further moneys; and altered the rates leviable by the company. It limited the future dividends to 7 per cent., and restricted the charge for domestic supply to 1s. 2d. per pound on rental. The rates chargeable against manufacturers and others were made leviable according to agreement, and no obligation was imposed on the company to give supplies where pipes were not laid.

While the bill was before parliament, the demand for additional wells continued, and, on 14th June, a remit was made to the wells committee as to fitting up wells at North Taylor Street and Dobbie's Loan.[1] After visiting the former, however, the committee reported that, in consequence of its vicinity to other public wells, it was unnecessary to deal with it,[2] and this report was approved by the council on 16th August.[3] On 22nd November, also, a memorial by inhabitants in Sydney Street was remitted to the wells committee.[4]

In this year the Glasgow and Redburn bridge road act was passed.[5] Parliament also authorised the construction of a railway from Edinburgh to Glasgow with a branch to Falkirk, to be called "the Edinburgh and Glasgow railway.[6] It was opened on 18th February, 1842.[7]

Previous to the amalgamation of the two water companies effected by their act of 1838, no proper system of filtration of the water supplied to the citizens was in operation, and the quality of the water caused great dissatisfaction. During floods it was much discoloured by clay, and at certain seasons deeply stained by peat. Such filters as existed consisted of a brick tunnel formed along the bank of the river, which consisted of sand, through which the water percolated to the tunnel, and found its way inside by the open joints of the brick work. Besides, the filter beds were not sufficiently large, and, in some states of the river, nearly one-half of

[1] MS. Council Records, p. 546.
[2] *Ibid.*, p. 547.
[3] *Ibid.*, p. 578.
[4] *Ibid.*, p. 671.
[5] 1 and 2 Victoria, c. 47.
[6] *Ibid.*, c. 58.
[7] 1 and 2 Victoria, c. 58. Further powers were given to the company by succeeding acts to form junction railways in and near the city, and to improve the tunnel leading to the station in the city. The railway was amalgamated with the North British Railway on 5th July, 1865 [28 and 29 Victoria, c. 308].

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the water supplied was pumped from it, and delivered without filtration. The company were, however, under no obligation to lay pipes where it would not pay them to do so. In many of the poorer districts, in consequence, no pipes were laid, and the inhabitants had frequently to carry all the water they needed sometimes for distances of 200 yards, and then up three floors. It is not surprising, therefore, that when cholera visited the city in 1832, it made its first appearance in these districts. After the amalgamation, however, proper filter beds were formed, and were extended from time to time till the area of the ground occupied by them, and by the reservoirs and other works at Dalmarnock, extended to 34 acres. The supply afforded was constant in the lower parts of the city, but was intermittent in the upper districts.

In 1839 parliament passed two acts as to roads in, and in the vicinity of, Glasgow, viz. :—(1) to authorise the repair and maintenance of the road leading from the west side of the entry to the New or Jamaica Street bridge, by or near Parkhouse to the east side of the bridge at Renfrew,[1] and (2) to extend and enlarge the act of William IV., c. 48, for making and maintaining a turnpike road from Anniesland toll bar, and a branch to be called St. George's Road.[2]

The accommodation at the jail for the officials of the Sheriff Court and the Town Council having proved to be insufficient, it was arranged that the jail premises should be reserved for justiciary purposes, and that new buildings should be erected in Wilson Street to meet the requirements of the other officers. An act of parliament was accordingly obtained this year to sanction the arrangement,[3] and the foundation stone of the building was laid on 18th November, 1842. The structure was completed for occupation two years afterwards, and in its western portion the council chamber, with the offices of the town-clerks and other municipal officers were placed, while the sheriffs and the officers of their courts were placed in the eastern side of the building. This arrangement enabled the justiciary court-house and the offices, and other accommodation connected with it, to be satisfactorily provided for. £56,000 were expended in completing these works, and the amount was contributed by the city and county in the proportion of £29,000 by the former, and £27,000 by the latter.

In the same year an act of parliament separated the management of the Glasgow, Paisley, and Ardrossan Canal from that of the railway.[4]

On the same day an act of parliament was passed to amend the act 3, George IV., c. 54, and the acts therein recited so far as related to the Garngad Road.[5]

[1] 2 and 3 Victoria, c. 50.
[2] *Ibid.*, c. 82.
[3] 3 Victoria, c. 29.
[4] 3 and 4 Victoria, c. 104.
[5] *Ibid.*, c. 117.

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On 4th August, 1840, the constitution of the Clyde trust was altered, and the following were appointed sole trustees for carrying into execution the acts of 1758, 1770, 1809, and 1825, viz. :—The lord provost and five bailies of the city (excluding the bailie of the river Clyde), the dean of guild and deacon-convener of the city, fifteen members of the town council elected annually, and ten persons not members of the town council. These were the chairman of the Chamber of Commerce of the city, three persons to be appointed annually by the Merchants' house of Glasgow, two by the Trades house, two by the bailies and birley men of the barony of Gorbals,[1] one by the magistrates and council of the burgh of Calton,[2] and one by the magistrates and council of the burgh of Anderston.[3] This act also divided the river into three stages for the payment of river duties, conferred further borrowing powers upon the trustees; authorised them to make bye-laws, not only as regarded the harbour, but as regarded the river and firth of Clyde; and empowered them to further deepen, widen, and straighten the river, and to construct a dock at Glasgow. The deepening thus authorised was to be made till the river and harbour at every point was not less than seventeen feet at neap tides.[4]

In October, 1840, the West of England Insurance Company offered to provide a fire-engine of a construction superior to any then in use in the city, and to send it to all fires in the Glasgow district. The offer was cordially accepted, and it was arranged that an officer of the fire establishment should take charge of the engine at all fires. About this time, also, the firemen were provided with a camblet coat lined with plaiding, and a glazed hat, which has since been superseded by a helmet.[5]

In 1840 the revenues of the Clyde trust amounted to £46,536 14s., as compared with £20,296 18s. 6d. in 1830, while the registered tonnage of Glasgow shipping had increased from 59,151 in 1835 to 87,707 tons.

Notwithstanding the improvements effected by the amalgamated water company, the popular discontent with the water supply continued, and

[1] See Appendix D.

[2] See Appendix Y.

[3] See Appendix X.

[4] 3 and 4 Victoria, c. 118.

[5] About this time the announcement of an outbreak of fire was made by means of a drum by day and a rattle by night, the latter consisting of a set of big "clappers" made of loose pieces of wood, tied in such a manner as to cause a strong rattling noise when shaken by the hand, the night policemen at the same time crying out fire at such and such a number and street. The clappers were only disused a few years ago, as the spread of the city and the modern improvements in the communication of messages by means of electric signalling combined to render the slow transmission of the news by word of mouth of no effective service [The Clyde from Source to Sea, by W. J. Millar].

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in 1837 and 1838 schemes were put forward for drawing water from the North Calder at a point near Airdrie, from the Avon, from the Rowbank and Cowden mills burns, from Loch Lomond, from Dumbarton Moor, from the river Endrick, and from Allander water, but none of them was carried out. They brought home, however, to the amalgamated companies the necessity of doing something to remove the prevailing discontent, and, in 1841, they employed Mr. Simpson, of London, to report on the several sources of supply which had previously been suggested. But no action was taken upon his report, and matters remained in abeyance till 1844, when proposals were put forward to introduce supplies from the Clyde above Hyndford bridge, from the Avon a mile and a-half below Strathaven, and from the Endrick. In the latter part of the year also a company was formed to bring in water from the Avon, and a bill with this object was deposited in parliament, but was abandoned on the ground that the proposed capital was discovered to be inadequate. Another scheme, proposed in the same year, to introduce supplies from the Clyde above the falls was also dropped, it being found that the water was deeply tinged with moss during summer floods.

Meanwhile, the population of the city and its suburbs[1] was rapidly growing. In 1841 the population of the city was 273,147 an increase of 70,721, during the preceding ten years,[2] and the number of houses was 47,258. The population of the suburbs was 10,170, and the number of houses was 2,260.

The municipal constituency numbered 5,506, and the parliamentary constituency 8,783.

An act of parliament of this year repealed all the previous acts in favour of the Forth and Clyde Navigation company, and substituted other provisions.[3] This act was amended in the following year by an act which, *inter alia*, authorised the company to purchase the Forth and Cart junction canal.[4]

[1] The term "suburbs" embraced, previous to 1891, Govan, Partick, Kinningpark, Pollokshaws, Rutherglen, Shettleston, Tollcross, and Cathcart, along with the burghs and districts annexed to the city in that year.

[2] Mr. MacGregor states that the registered tonnage of ships which arrived in the harbour during the year was 1,142,373 tons [History of Glasgow, p. 431].

[3] 4 and 5 Victoria, c. 55.

[4] 5 and 6 Victoria, ses. 2, c. 41. The acts of 1841 and 1842 were altered and enlarged in 1845 by 8 and 9 Victoria, c. 111; and the act of 1841 was in part repealed by 15 and 16 Victoria, c. 45.

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The length of the quays at Broomielaw was 1,973 yards, 430 more than in 1831, and the water area in the harbour extended to 23 acres, instead of 14 acres ten years previously.

The revenue of the Clyde Trust for this year was £49,665, being £3,128 6s. in excess of the previous year.

The customs revenue for the year was £526,100 0s. 11d., an increase of £455,358 15s. 2d. over that of 1831.

In 1841-2 another Glasgow and Redburn bridge road act was passed.[1]

In 1842 two acts were obtained—(1) for maintaining and repairing the road from Glasgow to Redburn bridge, and a branch road leading from it;[2] and (2) for maintaining a bridge over the Clyde at Dalmarnock.[3]

In 1843 parliament authorised (1) the road leading from the south end of the new bridge of Glasgow, near Parkhouse, to Three Mile house in Lanarkshire to be repaired, improved, and maintained;[4] and (2) the road from Inchbelly Road to Glasgow to be improved, repaired, and maintained, and branch roads therefrom to be formed.[5]

On 27th June of the same year another gas company, called "The City and Suburban Gas Company of Glasgow," was incorporated by act of parliament, with powers to supply the City, Gorbals, Anderston, Calton, Rutherglen, and places adjacent, with gas, and its capital was fixed at £150,000, divided into 15,000 shares of £10 each. The company was also empowered to borrow on mortgage or bond sums not exceeding £25,000.[6] This company immediately proceeded with the erection of the necessary works, and afterwards to supply gas to the city.

For some time the position of the city relatively to the suburban burghs had been exciting considerable attention, and a feeling was growing up that the efficient municipal police and sanitary administration of the urban and suburban population demanded the incorporation of the whole in one city. As a step in this direction, the Police Board of Glasgow promoted a bill in parliament in 1842 to have Gorbals, Calton, and Anderston, the lands of Milton, and the village of Port-Dundas brought under their jurisdiction; and to provide for the better paving, watching, lighting, cleansing, and regulating of the police of the city and adjoining districts; for managing the statute labour, and for other purposes. While this bill was before the House of Commons the then Home Secretary (Sir James Graham) intimated the intention of the government to introduce a police bill dealing with the entire parliamentary burgh of Glasgow, which included the several suburban districts above mentioned. But this government measure was not acceptable to the citizens, and when introduced met with so much opposition as to lead to its being withdrawn. The bill promoted by the Police board was passed on 17th August, 1843, and included within the city the lands of Milton and the village of Port-Dundas, extending, it is said, to 213 acres, and consolidated, amended, and extended the police and statute labour acts of the city 39 and 40, George III., c. 88; 47, George III., ses. 2, c. 29;

[1] 5 and 6 Victoria, c. 25.
[2] *Ibid.*, c. 25.
[3] *Ibid.*, c. 112.
[4] 6 and 7 Victoria, c. 39.
[5] *Ibid.*, c. 80.
[6] *Ibid.*, c. 58.

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1 and 2, George IV., c. 48; 11, George IV. and 1, William IV., c. 42; 47, George III., ses. 2, c. 29; 1 and 2, George IV., c. 48; 11, George IV. and 1, William IV., c. 42; 47, George III., ses. 2, c. 45; 1, George IV., c. 88; and 7, William IV. and 1, Victoria, c. 48. This act was appointed to endure for twenty-one years.[1] By this extension the area of the city was extended so as to include 2,373 acres.

In the following and subsequent years (1844-5) the disadvantages of separate and independent jurisdictions in a community whose substantial interests were identical received illustration. The burgh of Anderston promoted in parliament a bill to annex the lands of Woodside, a suburb of the city. The police board sought to have these lands incorporated with the city; the feuars of Bridgeton sought to have that district constituted a burgh; while the burgh of Calton sought to annex Bridgeton. All these bills went before a committee of the commons in the summer of 1845, but were rejected, the chairman (Sir George Strickland) stating that, unless the city and its suburbs prepared a proper scheme of police administration, the government would have to deal with the matter.

In 1845 an engine and two butts were placed in Cowcaddens, and a new form of fire-plug, known as the cup-lever plug, was introduced, and is still in use. In their efforts to improve the service, the police commissioners authorised the construction in 1883 and 1886 of two fire-engines, neither of which, however, seems to have proved successful.

On 21st July an act of parliament was passed which, after reciting the acts 32, George II., c. 62; 8, George III., c. 16; 14, George III., c. 103; 7 and 8, George IV., c. 32; 10, George IV., c. 46; 6 and 7, William IV., c. 88; 7, George IV., c. 133; and 3 and 4, Victoria, c. 118; set forth the expediency (1) of having the several bridges placed under one management, and the rates leviable at them assimilated; (2) of having the Stockwell Street bridge taken down and rebuilt, and the dam or weir below it removed and reconstructed elsewhere; (3) of the Clyde trustees contributing to the expense of these operations in consideration of the advantage which would accrue to them from having the foundations of the new bridge carried to a greater depth than those of the existing bridge and from the removal of the weir; and (4) of having the temporary wooden bridge removed, and an iron bridge for foot passengers across the Clyde from Maxwell Street to Portland Street of Laurieston substituted. The act therefore repealed the several recited acts in so far as they related to the Glasgow bridge, the Portland Street bridge, the Stockwell Street bridge, and the Hutchesontown bridge, and the approaches to them; appointed the magistrates and council of Glasgow, with eight persons appointed by Renfrewshire and two by Ayrshire, to be bridge trustees of the several bridges, which were united into one trust; authorised Stockwell Street bridge to be removed and a new bridge

[1] 6 and 7 Victoria, c. 99.

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to be substituted; required the Clyde trustees to contribute towards the cost of that bridge; authorised a temporary bridge to be provided during the construction of the new bridge; required a dam or weir to be constructed above the Hutchesontown bridge before the weir at Stockwell Street bridge was removed; authorised the temporary wooden bridge across the river, opposite Portland Street, to be removed, and a substituted iron bridge to be erected, upon the trustees being provided, by parties interested, with the requisite funds; empowered the trustees to rebuild, if necessary, the Glasgow and Stockwell Street bridges, or either of them, to maintain gates and toll-houses on the bridges, to appoint watchmen, to light and cleanse the bridges, to levy tolls or pontages, and to accumulate such sum, after paying all costs, as would be sufficient for the future maintenance of the bridges, and thereafter to cease from levying tolls. The act further authorised the trustees to borrow £40,985 5s. 9d. for the purposes of the trust.[1]

In the same year acts of parliament were obtained (1) to authorise the completion of the Glasgow, Parkhead, and Woodend turnpike roads, their incorporation with the roads under the administration of the Glasgow and Shotts road trustees, and the improvement and maintenance of these several roads;[2] (2) to alter and amend the acts relating to the Forth and Clyde Navigation and the Edinburgh and Glasgow Union Canal, and to authorise a junction to be formed between the former and the latter;[3] (3) to authorise a railway to be made from Perth and Stirling to the Edinburgh and Glasgow Railway, to be called "The Scottish Central Railway;"[4] (4) to incorporate the Caledonian Railway Company, to form a railway from Carlisle to Edinburgh and Glasgow and the North of Scotland, to be called "The Caledonian Railway;"[5] (5) to authorise the construction of a railway to the harbour of Glasgow, to be called "The Glasgow Junction Railway," with a branch to the Edinburgh and Glasgow Railway;[6] (6) to authorise the construction of a railway from Glasgow to Crofthead, near the town or village of Neilston, to be called "The Glasgow, Barrhead, and Neilston Direct Railway;"[7] and (7) to restrict the operations of the Glasgow and Yoker Bridge Act (which commenced at the head of Oswald Street, Glasgow) to a line between the royalty of the city and the burgh of Anderston.[8]

Towards the end of 1845 the agitation for having the water supply of the city vested in public trustees was revived, and the council having remitted the matter to a special committee for consideration, it, on 16th October, recommended that action should be taken in parliament to effect that object, but the council resolved not to give the requisite

[1] 8 and 9 Victoria, c. 133.
[2] *Ibid.*, c. 14.
[3] *Ibid.*, c. 148.
[4] *Ibid.*, c. 161.
[5] *Ibid.*, c. 162.
[6] 8 and 9 Victoria, c. 182.
[7] *Ibid.*, c. 192. This railway was subsequently leased by the Caledonian Railway Company.
[8] *Ibid.*, c. 195.

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parliamentary notices.[1] The Glasgow company, however, promoted a bill empowering them to draw additional supplies, to the extent of 22,000,000 of gallons within twenty-four hours, from Loch Lubnaig, in the Perthshire highlands, and to create additional capital, by the issue of new shares, of the value of £400,000. It also contained a clause by which it was proposed to make owners of houses at and under £10 liable for water rents.[2] On 19th March, 1846, the council resolved to petition against this clause; and on the 10th of April a deputation from a public meeting of house proprietors waited on the council and urged it to oppose the clause.[3]

At the same time a scheme was launched, and largely supported, by citizens to bring water from Loch Katrine, in the same district, and another scheme was promoted by an independent company formed in Gorbals for drawing water from the stream called the Brock or Brockburn, and the tributary streams uniting with it in Renfrewshire about six miles south of the city. The Loch Katrine scheme was, however, not gone on with, in consequence of the Glasgow company giving an assurance to the promoters of that scheme that their Bill would be prosecuted, and paying them £1,000 towards the expenses which they had incurred. The Glasgow company opposed the Gorbals bill, but without success. Their Loch Lubnaig bill was passed on 14th May, 1846,[4] but the quantity of compensation water which they were taken bound by their act to discharge into the Teith, as a condition of drawing supplies from the loch, was found, on further investigation, to be more than they could give. The scheme proved in consequence to be impracticable and the act was inoperative.

The Gorbals bill received the royal assent on 3rd August of the same year,[5] and by it the capital of the company, which it incorporated under

[1] MS. Council Records, LIX., pp. 72, 74.

[2] MS. Council Records, p. 253.

[3] *Ibid.*, p. 263.

[4] 9 Victoria, c. 21. Up to this time, it is said, the Glasgow Company had expended £415,000 on their works.

[5] 9 and 10 Victoria, c. 347.

The district of Gorbals, then a barony with a population of from 60,000 to 70,000, was governed by its own magistrates, nominated by the inhabitants, and appointed by the town council of Glasgow as barons superior. That portion of the barony was regulated by its own police acts, and had its own police establishment.

The whole barony was included, however, within the area of supply of the Glasgow company, but the quality of that supply was unsatis-

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the name of "The Gorbals Gravitation Water Company," was fixed at £120,000, divided into 1,200 shares, and the company was empowered to construct reservoirs and other works necessary for storing up and conducting the water by pipes or conduits into the barony of Gorbals, the burgh of Pollokshaws, and the town or village of Govan, and places intermediate and adjacent.

By this act poor persons in receipt of parochial relief were empowered, without paying any water rate or rent, to draw water from the wells and fountains of the company for their domestic use.

The Gorbals company lost no time in proceeding with the works which their act authorised. On 31st July, 1845, they applied to the council for permission to open up the streets of the barony, and that permission having been granted on 21st August,[1] they were able, in February, 1848, to introduce the supplies which they were empowered to give.[2]

factory to its inhabitants, as well as to those of Glasgow, and the Gorbals bill referred to in the text was accordingly promoted.

During its separate existence as a barony, its water supply seems to have been attended to by its baron-bailie, birleymen, and feuars. An extract from the act book of the baron-bailie court, dated 6th September, 1675, which has been kindly communicated by Mr. R. Murray Dunlop, writer, indicates how this was done. It sets forth that on that day "Johne Whythill, cordoner, and William Robesoune, weaver," appeared before "James Kerr, bailie, sittand in judgment, and sundrie of the birleymen and uther feuaris of Gorballis," and "upon their credit and conscience, declared that, conforme to the lait act of counsell and act of this court set doune on the nyntine of July last, they had been at the expenssis of ane hundreth markis Scotis in dounsetting of ane well in Rutherglen Lone," but that, notwithstanding "the said act of court, non of the rest of the inhabitantes of that lone hes ever compeired to crave the benefit thairof, and pay their pairt of the proportionall expenssis conforme, as ane stent should have bein set doune thairanent;" they had accordingly been "laufullie warned" to appear in court on that day, but had failed to do so, wherefore the baillie forbade "all uther persones fra the benefeit of the said well, except the said John Whythill and William Robesoune, until such tyme they come in and pay their proportionall partes of the expenssis forsaid; and declared the said well till then should prepperly pertein and belong to the said John Whythill and William Robesoune;" and he appointed them "to put ane door theron and ather of them to have a key; but prejudice to the toune of Glasgow, of their superioritie therof."

[1] MS. Council Records, LIX., pp. 15, 40.

[2] The works constructed by this company are still in use

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On 18th June, 1846, the Clyde trustees obtained an act enabling them to acquire a portion of the lands of Stobcross and adjacent grounds,[1] and to form thereon a wet dock or tidal basin with additional wharfs and other works.[2]

An act was also obtained authorising the construction of an arcade between Argyle Street and Great Clyde Street, to be called the Union Arcade, and the alteration of the site of the foot bridge across the Clyde, fixed by the act 8 and 9 Victoria, c. 133.[3]

In the same year the Glasgow, Airdrie, and Monkland junction railway company proposed to acquire the Glasgow College and grounds in and adjoining High Street, and an act was obtained by them to authorise the purchase and the removal of the college to the lands of Woodside.[4] The town council approved of the removal, but desired that the ancient exemption of the college from liability to local taxes should be discontinued.[5] The company acquired lands at Woodside as a site for the transferred college, but were unable to carry out their scheme, and had to pay compensation to the college authorities for non-fulfilment of the arrangement with them.

Acts of parliament were also obtained at this time to provide (1) for the better maintenance, improvement, and repair of the Glasgow and Shotts turnpike roads;[6] (2) for the Edinburgh and Glasgow railway company altering the line of the Glasgow junction railway;[7] (3) for making a railway from Glasgow to Dumbarton and Loch Lomond, with branches to Helensburgh and other places. This company had a capital of £600,000, and was empowered to lease or sell to the Caledonian Railway Company.[8] This line, however, does not appear to have been made; (4) for making a railway from the Pollock and Govan railway to the Clyde and harbour, known as "The General Terminus and Glasgow Harbour Railway Act;[9] (5) to authorise the sale of the Monkland canal to the proprietors of the Forth and Clyde canal navigation company;[10] (6) for constructing the Glasgow southern terminal railway;[11] and (7) to authorise the making of a railway from Glasgow to Airdrie, with branches to the Clydesdale junction railway and to Mile-end, called "The Glasgow, Airdrie, and Monkland junction railway."[12]

Having regard to the proceedings in parliament in 1845, and the expression of opinion by the committee of the commons above referred to, the town council, in July, appointed a committee to prepare a general municipal and police extension bill. Conferences took place between this committee and committees of the police board of Glasgow, the suburban authorities, and other parties interested, with the result that a bill was adjusted, presented to parliament, and passed through all its

[1] Thirty-five acres of these lands had been acquired by the trustees in the previous year,

[2] 9 Victoria, c. 23. The powers conferred by this act were not exercised, but in 1870 the act 31 and 32 Victoria, c. 124, authorised its abandonment, and the construction of a larger dock.

[3] 9 and 10 Victoria, c. 41.

[4] 9 and 10 Victoria, c. 43.

[5] MS. Council Records, LIX., pp. 303, 313-9, 323-6.

[6] 9 Victoria, c. 51.

[7] *Ibid.*, c. 70.

[8] *Ibid.*, c. 81.

[9] *Ibid.*, c. 130.

[10] *Ibid.*, c. 147.

[11] *Ibid.*, c. 201.

[12] *Ibid.*, c. 263.

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stages, receiving the royal assent on 27th July, 1846. This act, which came into operation on the 3rd of November following, recited the acts 2 and 3, William IV., c. 65; 3 and 4, William IV., c. 76; 4 and 5, William IV., c. 87; 12, George III., c. 82; 47, George III., c. 45; 6 and 7, Victoria, c. 99; 6 and 7, Victoria, c. 93; 6, George IV., c. 140; 1 and 2, William IV., c. 9; 59, George III., c. 3; 3 and 4, Victoria, c. 28; 6 and 7, Victoria, c. 105; 3 and 4, Victoria, c. 118; extended the municipal boundaries of the city and the jurisdictions of its magistrates over the whole lands and territory within its parliamentary boundaries, including the burghs of Calton and Anderston, the greater part of the barony of Gorbals, and portions of the adjoining counties from Belvidere to the river Kelvin on the north, and from Mallsmyre to Kinning Park on the south side of the Clyde; extinguished all subordinate and separate magistracies, councils, and jurisdictions within these boundaries; reserved the jurisdiction of the sheriff and justices of the peace of Lanarkshire; extended the operation of the Glasgow police and statute labour acts, as thereby amended, over the whole extended city; repealed the acts under which separate police establishments were maintained in Gorbals, Calton, and Anderston; divided the city into sixteen wards, each of which was required to choose three councillors; appointed these, with the dean of guild elected by the Merchants' house and the deacon-convener elected by the Trades' house, to be a town council of fifty members; provided for the election of a lord provost, eight bailies, and office bearers; required the then magistrates and council of Gorbals, Calton, and Anderston to go out of office after these elections had been made; provided for the appointment by the town council of a police and statute labour committee, to consist of a councillor from each ward, two from the general council, the lord provost, eight bailies, the dean of guild, and the deacon-convener; regulated the harbour and dock police, and made various provisions for the administration of the municipal and police affairs of the city. By this extension 3,418 acres were added to the city, making its total area 5,791 acres.[1]

As the result of the amalgamation thus effected the fire engines of the several incorporated burghs were placed under the charge of the superintendent of the Glasgow fire brigade.[2]

In this year the registered tonnage of Glasgow shipping had increased from 87,707 tons in 1840 to 134,603 tons.

The following acts of parliament were also passed at this time:—(1) to enable the Caledonian railway company to form branches and terminal railways in the vicinity of Glasgow;[3] (2) to effectuate the sale of the Glasgow, Garnkirk, and Coatbridge railway company to the Caledonian railway company, &c.;[4] and (3) to enable

[1] 9 and 10 Victoria, c. 289. Macgregor states that the total value of the property of the combined police establishments at the union was £40,318 18s. 10d., and their total combined assets amounted to £51,694 17s. 4d. [History, p. 436.]

[2] The entire plant then consisted of nine ordinary manual engines, one large and one small engine, 14 water carts, one pipe carriage, and 2,280 feet or 760 yards of leather hose.

[3] 9 and 10 Victoria, c. 314.

[4] *Ibid.*, c. 329.

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the Glasgow, Garnkirk, and Coatbridge railway company to extend the terminus of their railway to Glasgow.[1]

During this year the wooden accommodation bridge over the Clyde, erected opposite South Portland Street to meet the public requirements during the construction of the Broomielaw bridge in 1833, had to be removed, and the South Portland Street suspension bridge was afterwards erected on the same site at the expense of the heritors of Gorbals.

In 1846-7, acts of parliament (1) provided for the better maintenance, improvement, and repair of the Glasgow and Shotts turnpike road;[2] (2) empowered the General Terminus and Glasgow Harbour Railway Company to make branch railways to the Caledonian and other adjoining railways, and to amend the act relating to such railway;[3] (3) empowered the Caledonian Railway Company to make a branch railway from the Glasgow, Garnkirk, and Coatbridge railway to Glasgow, and to enlarge the station in that city;[4] (4) authorised the purchase of the Glasgow Southern Terminal Railway by the Glasgow, Barrhead, and Neilston Direct Railway Company, and amended the acts relating to that company;[5] (5) authorised the amalgamation of the Glasgow, Paisley, and Greenock Railway with the Caledonian Railway, and authorised the latter company to raise additional capital;[6] (6) amended the acts relating to the Glasgow, Paisley, Kilmarnock, and Ayr Railway, and provided for the enlargement of the Tradeston goods station;[7] and (7) provided for the making of a branch railway from the Glasgow, Airdrie, and Monkland Junction Railway at or near Whitevale Street, Glasgow, to the Edinburgh and Glasgow Railway at or near Cowlairs, and amended the acts relating to these railways.[8]

In 1847 the demand for additional wells was renewed. On 5th August the householders in and near John Street, Bridgeton, petitioned the council to place a public well in that street,[9] and similar applications appear to have been made from other quarters, for, on 9th September, the council resolved that not more than £500 should be expended by the town in erecting and repairing spring wells for the public use.[10] On 14th October, again, the inhabitants in Garscube Road and neighbourhood memorialised the council to establish two public wells in that locality.

The applications for additional wells probably led the committee on wells to call for reports as to what public wells were available, and, on 13th January, 1848, its sub-committee reported that within the ancient royalty

[1] 9 and 10 Victoria, c. 334.
[2] 10 and 11 Victoria, c. 51.
[3] *Ibid.*, c. 75.
[4] *Ibid.*, c. 82.
[5] *Ioid.*, c. 95.
[6] 9 and 10 Victoria, c. 169.
[7] *Ibid.*, c. 186.
[8] *Ibid.*, c. 245.
[9] MS. Council Records, LIX., p. 724.
[10] *Ibid.*, LX., p. 16.

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nineteen public wells were in good order and used by the inhabitants,[1] and twelve public wells in the southern police district were under the charge of the city chamberlain.[2] It was further reported by the superintendents of police in the eastern and western districts of the city that in the eastern district there were fourteen wells,[3] and in the western district three wells.[4] In view of these facts, the subcommittee agreed that the seven wells particularly mentioned in the report from the eastern district, with the addition of a public well in John Street, Bridgeton, formerly under the charge of the feuars' court of that district, were the public wells in the eastern district, and that the three wells mentioned as in the western district were the public wells of that district, and fell to be taken charge of and put in order by

[1] These wells were:—(1) in Stockwell Street; (2) St. Enoch's Wynd; (3) Glassford Street; (4) Union Street; (5) Wilson Street, West; (6) Wilson Street, East; (7) Stirling Square; (8) St. David's or Canon Street; (9) Cochrane Street; (10) Taylor Street; (11) Castle Street; (12) George Street; (13) Campbell Street; (14) Spoutmouth; (15) Cross Well, High Street; (16) St. Andrew Street; (17) Bridgegate; (18) Ladywell; (19) Greenwell, foot of Charlotte Street.

[2] Viz.:—(1) Morrison Street, Kingston; (2) Dale Street, Tradeston; (3) Commerce Street, Tradeston; (4) Neilson Street, Tradeston; (5) Bridge Street, Laurieston; (6) Norfolk Street, Laurieston; (7) Chapel Close or Old Police Office; (8) High Main Street; (9) St. Ninian Street; (10) Hospital Street; (11) Adelphi Street; and (12) Govan Street, corner of Crown Street.

[3] These were as follow:—(1) Well Street, Calton (out of repair); (2) Tobago Street, Calton; (3) Stevenson Street, Calton (out of repair); (4) Little Street, Calton (out of repair; (5) William Street, Mile-end (out of repair); (6) Orr Street, Calton; (7) Charles Street, Calton; and (8) John Street, Bridgeton. Beside these there were three wells with wooden frames or boxes; and four with iron frames or boxes. Of these last seven, two were in working order and five were out of repair. All the wells in the eastern district, except that in Little Street, had been kept in repair subsequent to 1818 by the Calton police board, and, previous to that year, by the old feuar court of Calton, out of the road money. The Little Street well, into which the water from a mill pond in the neighbourhood was supposed to flow, had been put down and maintained by the town council of Glasgow, but had been neglected for upwards of twelve months. No repairs had been made on these wells since November, 1846, when the municipal act of that year came into operation. If properly repaired, their future annual maintenance might cost about 30s.

[4] (1) Clyde Street (out of repair); (2) Cheapside Street; and (3) Mains Street (out of repair). These wells were formerly maintained by the police, and were kept in repair by Anthony Inglis, engineer, Warroch Street.

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the wells committee. At the same time a letter, dated 12th January, 1848, was submitted to the sub-committee from Dr. R. D. Thomson, professor of chemistry in the university, who had been consulted as to these wells. In it he stated that several of them were much more impure than the River Clyde, and that, from the nature of the sandy basin in which Glasgow was situated, it was problematical to expect that they could be deprived, by mechanical arrangements, of any of their impregnations. The purest well he had examined was Arns' well, which contained about 15 grains of solid matter in the imperial gallon. The next in purity was that in front of the Infirmary, which contained 25 grains of solid matter in the gallon. The others in the lower parts of the town possessed various amounts of salts, from 100 grains to 45 grains in the gallon. A very considerable proportion of these salts was found to be combinations of lime, which rendered it very uneconomical for domestic purposes. He concluded his letter by expressing the opinion that a much more wholesome supply would be obtained from the water companies of the city than from the wells, unless these were placed in such positions as to be removed from the contaminating influences which he specified—as, for example, by sinking them in the Green. On considering that letter, the sub-committee recommended that, before further expense was incurred in reference to the wells in any of the districts, a specific report should be obtained from Dr. Thomson and other competent persons as to the state and quality of all the wells, both within the ancient royalty and in other districts. As regarded the memorial of the inhabitants at Garscube Road, the sub-committee recommended that it should not be complied with, as the wells referred to by them were not public wells.[1] This minute was approved of by the wells committee on 18th January, and the sub-committee were authorised to have the water in such of the wells as they might select analysed by competent parties, in order to test its quality and satisfy the public.[2] On 27th January, accordingly, the sub-committee ordered the water of various wells to be submitted to Dr. Thomson and Dr. Penney, of the Andersonian University, for analysis, with a view to their stating whether, in their opinion, it was injurious to health,[3] and on 15th February their minute was approved of by the wells com-

[1] Wells Minute Book, I., p. 153.
[2] *Ibid.*, p. 159.
[3] Wells Minute Book, I., p. 163.

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mittee, who ordered the water of an additional well to be also analysed.[1] On 7th June, the sub-committee had under consideration reports by the analysts as to the quality of the water in six of the public wells in various districts of the city, in which reports they recommended that, in addition to the wells on the south side of the river, the seven wells on the east and three wells on the west portions of the city should be taken charge of by the council, there being nothing in the water of these wells prejudicial to health. The reports were, however, ordered to be printed and circulated among the members of the wells committee and the council, so that they might be able to form an independent opinion before further expense was incurred in sinking new wells.[2] That minute was approved of by the wells committee on 20th June, and the chamberlain was authorised to take charge of these seven and three wells.[3] The wells committee's minute was approved of by the council on 2nd November.[4]

In the end of 1847 two water bills were prepared—one for the amalgamation of the Glasgow and Gorbals companies, and the other for the amendment of the Glasgow company's acts. On 25th November the Glasgow company intimated to the council that these two bills were to be promoted, and asked that they should be supported. This letter was remitted to a committee,[5] and on 6th January, 1848, a copy of the bills was forwarded to the council, and remitted by it to the same committee.[6] On 20th January the council resolved to oppose these bills, and remitted to the committee to prepare and lodge the necessary petitions.[7] The police board also petitioned against the amalgamation bill, and on 3rd February the committee of the council reported that in consequence of the opposition thus given the amalgamation bill had been withdrawn. The Glasgow company's amendment bill still remained, however, and the negotiations which were being carried on in regard to it were continued.[8] As the result of these negotiations, the committee, on 24th February, reported that the company adhered to certain of the clauses in the bill to which the council objected. The remit to the committee to continue negotiations was therefore renewed with instructions, in the event of failure to effect an arrangement, to

[1] Wells, &c., Minute Book, I., p. 164.
[2] *Ibid.*, I., p. 172.
[3] *Ibid.*, p. 173.
[4] MS. Council Records, LX., p. 340.
[5] MS. Council Records, LX. p. 95.
[6] *Ibid.*, p. 117.
[7] *Ibid.*, p. 131.
[8] *Ibid.*, p. 139.

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oppose the bill.[1] On 30th March, however, the committee reported that an arrangement had been effected with the company on specified terms, and this arrangement was confirmed by the council subject to an amendment.[2] But the bill does not seem to have been passed into law.

In 1847-8 acts of parliament authorised (1) the Edinburgh and Glasgow Railway Company to make certain branches and to alter the tunnel at Glasgow, &c.;[3] (2) the Caledonian Railway Company to extend their railway across the Clyde at Glasgow and to form a station in the city.[4]

Previous to 1788 letters transmitted by post from Glasgow to London, and *vice versa*, were forwarded *via* Edinburgh, but as the result of persistent applications to the authorities of the Post Office and the Treasury a direct mail was established between the two cities on 7th July of that year. Denholm states in 1804 that the mail coach to London then left Glasgow daily at 2 o'clock, and reached the Metropolis in sixty-three hours, while one arrived from London every morning.[5] This mode of transmission was, however, discontinued under arrangements with the Caledonian Railway which, towards the end of the year 1847, gave public intimation that on and after 10th September, till further notice, mail coaches would run from Glasgow and Edinburgh to Beattock, and connect there with trains to Lockerby, Carlisle, Preston, Liverpool, Manchester, and London—the journey to London being performed in twenty-one and a-half hours from Glasgow, and twenty hours from Edinburgh. This coach was discontinued on 10th March, 1848, and the mails were afterwards transmitted to and from the south by the railway.[6]

In February, 1848, the Gorbals Company introduced their water into the city.

On 14th September a memorial by inhabitants on the north side of the river was remitted to the wells committee, with a petition by feuars and others in Drygate, asking a well to be established there.[7]

The gross amount of revenue collected at the Custom House, Glasgow, for 1848 was £610,978, being an increase of £142,004 over that of 1840, which, again, was an increase of £198,307 over that of 1835.

On 27th March, 1849, the wells committee, on consideration of a plan for the improvement of the well in the Green at the foot of Charlotte Street, and the economising of its water with a view to obtaining from it a more regular supply, authorised the recommended improvement to be effected.[8]

[1] MS. Council Records, LX., p. 158.
[2] *Ibid.*, pp. 192-9.
[3] 11 and 12 Victoria, c. 70.
[4] *Ibid.*, c. 121.
[5] History of Glasgow, p. 327.
[6] Mails between Glasgow and London are now transmitted by railway in less than nine hours.
[7] MS. Council Records, LX., p. 314.
[8] Wells Committee, I., p. 198.

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On 31st May a petition by the inhabitants of Mile-end to have a well opened in Sister Street was remitted to the wells committee;[1] and under a remit from the council to consider the propriety of opening or repairing wells in the neighbourhood of Parkhead and Springburn the committee, on 5th October, reported that it could not recommend such an expense to be incurred, but was of opinion that the Glasgow water company should be urged to extend their supply to these districts.[2]

On 14th August of this year the Queen and the Prince Consort[3] visited the city—arriving in the Clyde on the previous day. After seeing the Cathedral and the University in High Street, they proceeded to Balmoral by the Edinburgh and Glasgow and North British Railway from Queen Street Station.

In this year also acts of parliament (1) vested the Edinburgh and Glasgow Union Canal in the Edinburgh and Glasgow Railway Company;[4] (2) provided for improving, and keeping in repair roads in Lanarkshire, to be called "The east and west Lanarkshire turnpike roads;"[5] and (3) confirmed a lease of the Glasgow, Barrhead, and Neilston direct railway to the Caledonian Railway Company.[6]

On 1st November the Caledonian Railway Company opened their Buchanan Street station for passenger traffic, and on 1st January, 1850, their first goods train entered it.

In 1850 acts of parliament were obtained (1) to improve the Glasgow and Shotts turnpike roads;[7] and (2) to regulate the privileges and amend the charter of the Physicians and Surgeons of Glasgow.[8]

On 5th August an act was passed which, after referring (1) to 8 and 9 Victoria, c. 133, authorised the old wooden bridge near Portland Street to be removed and an iron bridge for foot passengers to be erected on the terms therein set forth, and (2) to "The Union Arcade Act, 1846,"[9] which authorised a deviation from the line of the iron bridge, as fixed by the first recited act, provided it were constructed within three years, set forth that the powers conferred by the second act had not been exercised, and that the construction of the iron bridge under altered conditions was desirable. The act, therefore, appointed trustees for the bridge, to be called "The South Portland Street Suspension Bridge Trustees," and empowered them to borrow £8,500; to construct the footbridge, and to levy tolls or pontages till the cost of the bridge was paid off; placed the bridge

[1] MS. Council Records, LX., p. 491.

[2] Wells Committee Minute, I., p. 207.

[3] On 10th February, 1840, the Queen was married to H. R. H. Prince Francis Albert Augustus Charles Emmanuel, Duke of Saxony and Prince of Saxe-Coburg and Gotha, who was created Prince Consort on 25th June, 1851.

[4] 12 and 13 Victoria, c. 39.

[5] *Ibid.*, c. 63.

[6] *Ibid.*, c. 90.

[7] 13 and 14, Victoria, c. 13.

[8] *Ibid.*, c. 20.

[9] 9 and 10 Victoria, c. 41.

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when completed under the control of the Glasgow Bridges Trustees, reserved the right of the Clyde trustees to carry their acts into execution, and empowered the Admiralty to require the bridge to be removed.[1]

On 30th June, 1845, an act of parliament, referring to 46 George III., c. 74, 1 George IV., c. 88, and 6 George IV., c. 107, provided that (1) the slaughter-houses and markets for the sale of butcher meat within the parliamentary boundary of the city should be placed under the same control as the live cattle and horse markets of the city; (2) amended the regulations regarding the slaughter-houses and markets for the sale of butcher meat; and (3) authorised the existing slaughter-houses to be enlarged, or others to be established, and searchers of tallow to be appointed. The act contained powers as to compensating the Incorporation of Fleshers for the modification of their rights; for indemnifying the Corporation of Glasgow for the surrender of property which belonged to it; for the levying of rates and dues, &c.[2] But that act was superseded on 14th August, 1850, by another act,[3] which vested the property of the markets and slaughter-houses in the Council, in trust, and empowered it to borrow money to the amount of £40,000; to improve and extend market places and slaughter-houses and all necessary buildings connected therewith; to establish in the vicinity of the slaughter-houses a market for the sale of raw hides of cattle slaughtered in Glasgow in terms of 6 George IV., c. 107; and to take tolls for cattle and horses exposed for sale in the market, for cattle slaughtered in the slaughter-houses, for raw hides exposed for sale in the hide market, and for tallow sold. The trustees were also required to pay to the city, annually, sums equivalent to £780 per annum in respect of the property which belonged to it, and had been surrendered to the trustees,[4] and to the Incorporation of Fleshers certain compensations.[5]

On the opening of the Cumnock and Gretna railway in October of this year, the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, and the Glasgow, Dumfries, and Carlisle Railway Company amalgamated under the name of the

[1] 13 and 14 Victoria, c. 91.

[2] 8 and 9 Victoria, c. 29.

[3] 13 and 14 Victoria, c. 101.

[4] This payment was redeemed in terms of a minute of the Markets Committee on 27th September, 1878.

[5] These compensations were renounced on 16th and 29th November, 1849.

The Fleshers of Glasgow were incorporated by a seal of cause granted by the Magistrates and Council on 26th September, 1580, and exercised the exclusive privilege of carrying on their business in the city. The Incorporation became owners of a flesh market in King Street, and of killing rooms connected with it, but each of its members also claimed right to have a private slaughter-house. This privilege was not, however, taken advantage of largely, as it was generally found more convenient to use the killing-house of the incorporation. In 1845, however, the exclusive privileges claimed under the seal of cause were abolished by parliament, and as a result a large number of persons became fleshers, and established, as a rival to the incorporation, a society called "The Unincorporated Fleshers Society of Glasgow." The members of this society also claimed a

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Glasgow and South-Western Railway Company,[1] and a few years afterwards, in conjunction with the City Union Railway, constructed a line from Pollokshields *via* Gorbals, bridging the Clyde to St. Enoch's Square. A branch passing over the Bridgegate, Saltmarket, and Gallowgate, joined the North British Railway at Bellgrove.

The Glasgow Water Company and the Cranstonhill Water Company, which were amalgamated in 1838,[2] had, up to 1850, expended on their works and in laying pipes £440,047 6s. 10d., and derived from May, 1849, to May, 1850, a revenue of £31,093 9s. 7d. The supply to the city by these companies was about 13,000,000 gallons per day, yielding to each inhabitant about 28 gallons per day.

On 10th January, 1850, the Gorbals Water Company intimated to the council its intention to promote a bill during the following session of parliament for powers to extend its existing works.[3] The bill thus indicated was accordingly introduced, and received the royal assent on 5th August.[4] By it the company's limits of supply were extended so as to include the district of Gorbals in the parishes of Gorbals and Govan, the royal burgh of Rutherglen, the village of Barrhead, and the towns or villages of Nitshill and Hurlet and places intermediate and adjacent. The company was also empowered to increase its capital by the issue of additional shares to the amount of £30,000.

On 5th September, in the same year, the council, on the motion of the lord provost, appointed a committee to consider the whole subject of the water supply of the city, and to report what measures should be adopted for its improvement.[5] On the 10th that committee unanimously agreed that the supply should be in the hands of the council, and remitted to a sub-committee to confer with the two water companies with a view to

right to have private slaughter-houses, but the existence of these made it impossible for the public authorities to exercise such supervision over them as was deemed to be necessary. The act of 1850 was accordingly promoted to authorise the establishment of public markets and slaughter-houses, and the suppression of private slaughtering places. These results were obtained by the act referred to in the text. When the City Union Railway Company was formed, it acquired from the incorporation their markets and slaughter-houses in King Street, at a price of over £20,000.

[1] 11 Victoria, c. 183.

[2] *Antea*, p. 106.

[3] MS. Council Records, LX., p. 642.

[4] 13 and 14 Victoria, c. 92.

[5] MS. Council Records, LXI., p. 43.

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ascertain whether, and on what terms, they were disposed to transfer their works. These conferences were prolonged till October, 1851, but no arrangement could be come to, and on the 21st of that month the committee reported the failure of their negotiations, but strongly recommended that the attention of the council should be given to the subject.[1]

As indicative of the progress of the city, Dr. Strang states that, in 1800, there were within the area of the parliamentary burgh only thirty miles of streets and roads, while, in 1850, the formed and paved streets extended over ninety-six miles. In the former year there was little or no sewage, while in 1850 there were forty-two miles of main sewers—twenty-one miles of which had been formed during the preceding six years. The cost of making these sewers he estimated to have averaged £1,200 per mile.[2]

In 1850 7,358 street lamps were lighted by gas at a cost of £3,913 7s. 6d.

The income of the police and statute labour commission for the year ended on 15th May of that year amounted to £85,338 7s. 1d., as compared with £5,000 in 1801; and its expenditure was £66,581—£50,933 being for police purposes, and £15,648 being for statute labour purposes. The police force numbered 626, as compared with 80 in 1801; and the police fines amounted to £3,583, as compared with £126 in 1801.[3]

The rental of the city for this year was £1,017,362.

The revenue of the Clyde Trust in this year was £64,243 14s. 11d., as compared with £46,536 14s. in 1840.

The customs dues at the port amounted this year to £640,568 7s. 9d.—£29,590 7s. 9d. more than in 1848.[4]

In 1851 a new fire engine was acquired, and was the first of the modern type of manual engine used by the Glasgow brigade.

[1] MS. Council Records, LXI., pp. 98, 107, 213.

[2] Economic and Social Statistics, 1862, p. 6.

[3] Glasgow Past and Present, I., p. 175.

[4] Dr. Strang explains that the rise in the customs revenue between 1840 and 1850 gives but an inadequate idea of the increase of business or of consumpt, seeing that during the course of these ten years many serious fiscal changes had occurred calculated to lessen the revenue. [Economic Statistics, 1862, p. 9.] He adds that in 1842 Sir Robert Peel's new tariff came into operation; in 1846 the duties on sugar were reduced; in 1847 the duties on corn were suspended; in 1849 the duties on corn were reduced to one shilling per quarter; in 1846 the duties on foreign spirits were reduced; and in 1848 the duties on rum were reduced.

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In this year the population of the city was 333,657—an increase of 60,510 during the preceding ten years.

The revenue of the Clyde Trust was £68,875, an increase of £19,210 since 1841.

On 9th April, 1851, the foundation stone of the new Victoria bridge, to take the place of the old Glasgow bridge at the foot of Stockwell street, was laid.

The growth of the city and the rapid increase of its population pressed upon the authorities the necessity for devising some means of dealing with the sewage of the city otherwise than by discharging it into the Clyde. Various suggestions with this object were offered, based mainly on the results of the treatment of part of the drainage of Edinburgh by irrigation in the Craigentinny Meadows between Leith and Portobello. But in this year a scheme was propounded to construct a great reservoir in the Upper Ward of Lanarkshire, from which, during the drought of summer, artificial spates might be discharged into the Clyde and so scour out to sea the sewage of the harbour and the lower reaches of the river. Another scheme proposed the collection of the sewage by four large sewers, from which it might be pumped to an elevation of 260 feet and thence be conveyed by gravitation, in a conduit 40 miles in length, to the Ayrshire Coast, with intermediate tanks at different points on the route to admit of the sewage being distributed for agricultural purposes.

No further action appears to have taken place in the town council in regard to water supply till March, 1852, when the subject was revived by letters from Professor Macquorn Rankine and Mr. John Thomson, in which they urged the council to take steps to have water introduced from Loch Katrine. Thus appealed to, the council, on 14th October, appointed a committee to consider and report on the whole matter,[1] and on the following day a proposal was made that the council should support the project of a private company to bring the water from that loch. On the 19th the committee were informed that the Glasgow company intended, during the following session of parliament, to promote an amended bill to enable them to bring in supplies from Loch Lubnaig. The Gorbals Company also intimated their intention to introduce a bill to bring in additional water for the supply of the whole city. The committee, however, recommended the council to adhere to its former resolution, that the water supply should be in the hands of the council as a public trust, and that an engineer of the highest eminence should be appointed to advise as to the best sources of supply. The committee's report was, on 28th October, approved of by the council,[2] and authority was given

[1] MS. Council Records, LXI., pp. 461-4. [2] MS. Council Records, LXI., pp. 482-4.

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to the committee to adopt such steps as might be necessary to accomplish the desired object as speedily as possible. Under this remit, Mr. J. F. Bateman, C.E., London, was instructed to make the requisite investigations, and to advise as to what action should be adopted.

A proposal to have a public park in the west end of Glasgow was brought before the town council on 30th January, 1851, when a letter from the promoters, with relative plan, were remitted to the finance committee for consideration and report.[1] The committee inspected the lands of Woodlands, Kelvingrove, and Gilmourhill, on which the park was proposed to be formed, and, having fully considered the subject, reported their views on 20th February. Adopting their recommendations, the council agreed to contribute £10,000, to be paid when the park was made over to the magistrates and council in perpetuity on behalf of the public.[2] After farther negotiations the council, on 7th April, 1852, agreed to purchase the lands of Kelvingrove at the price of £30,000, and part of the lands of Claremont at the price of £4,525;[3] and on 23rd June following they resolved "that the new park to be formed should be called Kelvingrove."[4]

In 1852 acts of parliament were passed (1) to authorise the Glasgow Union Arcade Company to be dissolved and the undertaking to be abandoned;[5] (2) to re-incorporate the Edinburgh and Glasgow Railway Company;[6] (3) to authorise the construction of a bridge across the river Kelvin near Hillhead, with approaches and works;[7] and (4) to dissolve the Glasgow, Kilmarnock, and Ardrossan Railway Company, and to provide for the abandonment of the undertaking, &c.[8]

In this year the weir across the Clyde, a little below the old Stockwell Street Bridge, was removed to a position above the "Albert Bridge.' It had a lock 74½ feet long by 25 feet wide, with a double pair of gates, and cost £6,000.

As a consequence of the development of Glasgow, subsequent especially to 1840, various suburbs sprung up beyond the parliamentary and municipal boundaries of the city as extended in 1846. These suburbs extended westwards nearly two miles beyond the Kelvin, connecting themselves with and going beyond the old village of Partick. To the northwest they stretched out to and included the village of Maryhill, and largely occupied the district of Possil on the north. The lands between Maryhill and Partick, to a distance of nearly two miles west of the Kelvin, and known as the Hillhead and Kelvinside districts, became rapidly occupied by the residences of the wealthier citizens. South of the Clyde the population stretched out to and went beyond the village of Govan, and occupied the districts known as Kinning Park, Pollokshields, Govanhill, Crosshill, Polmadie, Mount Florida, Langside, Shawlands, Crossmyloof, Strathbungo, and Bellahouston. Such was the state

[1] MS. Council Records, LXI., p. 125.
[2] *Ibid.*, pp. 134-8.
[3] *Ibid.*, pp. 356-8.
[4] *Ibid.*, pp. 388-9. See List of Purchases for Kelvingrove Park. Appendix Z.
[5] 15 and 16 Victoria, c. 34.
[6] *Ibid.*, c. 109.
[7] *Ibid.*, c 62.
[8] *Ibid.*, c. 78.

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of matters when, in 1850, the General Police and Improvement Scotland Act was passed,[1] and afforded facilities for populous places—*i.e.* places containing a population of not less than 1200—being constituted police burghs. Under this act the district of Partick was constituted a police burgh on 14th July, 1852. Upon a portion of the ground included within this burgh the buildings of the University of Glasgow and the Western Infirmary were afterwards erected, and were added to the City of Glasgow by the Municipality Extension Act of 1872. But the area of Partick is still about 977 imperial acres.[2]

On 23rd December, 1852, parliamentary notices of the intention of the Glasgow company and the Gorbals company to introduce bills during the following session were remitted to the finance committee of the council,[3] and on 27th January, 1853, the bills of both companies were remitted to a committee to consider and report.[4] On 24th February the committee reported that both of these bills had been allowed to proceed, and it was remitted to it to petition parliament, if necessary, against them.[5]

On 4th March, Mr. Bateman reported on the Loch Lubnaig scheme, as compared with schemes for drawing supplies either from the River Endrick or Loch Katrine, and stated that as the Loch Lubnaig scheme was neither the cheapest nor the best, it should, in his opinion, be opposed. In that opinion the committee, on 24th March, concurred, and petitions against the bills were accordingly prepared and lodged.[6]

A third scheme was introduced by private promoters for obtaining a supply from Loch Katrine, but it was withdrawn.

The result of the council's opposition to the Glasgow company's bill was that the committee of the commons, after considering it for fifteen days, unanimously held the preamble not to be proved, but desired "it to be understood that they had arrived at no conclusion that the power of supplying the city with water ought to be transferred from the company to the corporation; but, in the event of such transfer taking place, they thought the offer of the company to settle the terms of the arrangement a fair and reasonable one."[7]

[1] 13 and 14 Victoria, c. 33.
[2] See footnote 8, p. 95.
[3] MS. Council Records, LXI., p. 532.
[4] *Ibid.*, p. 555.
[5] *Ibid.*, p. 589.
[6] MS. Council Records, LXI., pp. 617-628.
[7] *Ibid.*, pp. 673-7. History of the water supply to Glasgow by Mr. John Burnet, Secretary to the Water Works Commissioners (1869).

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The bill promoted by the Gorbals company was, however, passed on 8th July, 1853.[1] By it the company were empowered to increase their capital by the issue of new shares to the amount of £30,000, and to extend their supply of water to the royal burgh of Renfrew and its suburbs, and to places intermediate and adjacent, including places within the parliamentary boundaries of the burgh of Paisley.

In 1853 acts of parliament were passed (1) to enable the Caledonian Railway Company to extend the Glasgow, Barrhead, and Neilston Direct Railway to Crofthead, &c.;[2] (2) to enable the Edinburgh and Glasgow Railway to connect their line at Glasgow by branches with the Caledonian Railway, and to extend their station at Cowlairs.[3]

In this year a suspension bridge over the Clyde was erected at the foot of South Portland Street, on the site of the temporary wooden bridge which had been constructed in 1833 during the erection of the Jamaica Street Bridge (designed by Telford), but which wooden bridge had become unsafe and was removed about 1846.[4] Telford's bridge, it may be stated, consisted of seven arches, was 560 feet long, 60 feet wide, and cost £38,000, which included £4,000 for additional ground.

The number of steam vessels launched on the Clyde during the three years 1851-53 was 206, and their aggregate tonnage was 141,713, an increase during these three years over that of the preceding five years of 74 ships and 74,778 tons.

In the opposition to the Glasgow company's scheme the council were advised by Mr. Bateman, who, on 30th June of the same year, was instructed to continue his investigations and report as to the best source of supply.[5] This he did, and after an exhaustive examination of Loch Katrine, the Endrick Water, the Duchray, the Allander, the Clyde above its junction with the Douglas, the Avon, and an extension of the Gorbals works, reported his opinion that Loch Katrine stood alone in the field,[6] and that from no other source could the requirements of the

[1] 16 and 17 Victoria, c. 98.

[2] *Ibid.*, c. 149.

[3] *Ibid.*, c. 151.

[4] The cost of the suspension bridge was £6,000.

[5] MS. Council Records, LXI., pp. 673-7.

[6] Loch Katrine is 8 or 9 miles long; it is 367 feet above the mean level of the sea; has an area of 3,059 acres, and receives the drainage of about 23,200 acres or 36 square miles of rough hill country, including Ben Venue, 2,386 feet high, and a range on the north side of the loch, which rises at one point to 2,839 feet. The result of this rugged outline and the proximity of the district to the west coast, which first receives the moist, south-west winds from the Atlantic, is a very large rainfall, frequently exceeding 100 inches per

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city be met. His report, along with a highly satisfactory report as to the quality of the water by Dr. R. A. Smith, an eminent chemist and water analyst, were approved by the committee of the council, but met with opposition in the council itself. It was approved of, however, on a division, by thirty to three, on 22nd September, 1853, and negotiations were forthwith opened with the Glasgow and Gorbals companies, with the proprietors of the lands abutting on the loch, and with mill owners and others interested in the River Teith. These having progressed favourably, a bill was prepared to carry Mr. Bateman's recommendations into effect. This bill sought powers to the corporation to purchase the works and interest of the Glasgow company, and of the Gorbals company, and to bring in 50,000,000 gallons of water per day from Loch Katrine. When it was presented to the council on 15th December, it was strenuously opposed both there and at public meetings. It was, however, approved of by the council on 27th December by a majority of thirty to fourteen, two declining to vote, and was remitted to a committee with powers to promote it in parliament.[1]

Subsequently various deputations of ratepayers were received by the council as to the bill[2] which, it was feared, would, if passed into law, involve an assessment of 2s. 6d. per pound on the rental of the city. The opposition founded on that apprehension was accentuated when the bill went into committee in the commons on 20th March, 1854, by the evidence of Dr. Frederick Penny, Professor of Chemistry in the Andersonian University, Glasgow, who stated that the action of the

annum at some of the stations. Geologically the district consists of metamorphosed mica schist, of the lower silurian system, which is very hard and almost insoluble, yielding water with very little mineral matter in solution. Only a few small patches of land on the north shore of the loch were cultivated, and there were then not more than a dozen houses within the whole watershed, so that from neither of these sources was the water exposed to pollution. The great area of the loch in proportion to its watershed, and its great depth, have an important influence in purifying the water flowing into it from the mountain streams, while its rocky and narrow outlet enabled the very large amount of 5,623 million gallons of water to be stored at a small expense for works. [Mr. Gale's paper on the latest addition to the Loch Katrine Water Works, read on 20th March, 1883, to the Institution of Engineers and Shipbuilders in Scotland, pp. 5, 6].

[1] MS. Council Records, LXII., pp. 34-5, 37-51, 57-66, 67-74.

[2] *Ibid.*, LXII., pp. 88, 94, 95, 99, 100, 104, 105.

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water on lead would render its use exceedingly hazardous. The opinion so expressed necessitated an authoritative scientific enquiry by experts of the highest authority, and, to enable it to be made, the committee adjourned from 28th March till 9th May. Reports as to the absolutely satisfactory quality of the water were, in consequence, obtained from a number of eminent chemists and others, including Professor Graham, Professor Thomson, Mr. Dugald Campbell (Chemist), Dr. Swaine Taylor, Dr. Lyon Playfair, and Professor Hoffman, all of London, and Professor Anderson, of Glasgow;[1] but these were not submitted to the committee, which, on its reassembling on 9th May, took up a report by the Lords Commissioners of the Admiralty, objecting to the abstraction from Loch Katrine of the water proposed to be led thence to Glasgow, on the ground that the diminished flow into the river Teith, and thence into the Forth, would be prejudicial to the navigation of that estuary. Evidence, restricted by the committee to that of two witnesses, rebutting the conclusions of the report was then led, and counsel for the Admiralty having been heard, the committee, by a majority, held the preamble of the bill to be not proved. Disappointed at this result, the representatives of the council submitted a statement to the Lords of the Admiralty in the hope that their opposition might be withdrawn and the bill allowed to proceed, but they declined to interfere. Steps were nevertheless taken to have the bill recommitted, but it was afterwards found that, even if a recommittal were obtained, the time for proceeding with the bill during that session was too short, and the notice for recommittal was accordingly withdrawn. The proceedings of the deputation in London were duly reported to the council, and, after lengthened discussion, were on 25th July, approved by a majority of 30 to 9.[2]

No less an amount than £11,094 10s. 10d. had been spent in promoting the bill thus rejected, and £6,000 in opposing the bills of the previous session, but the town council determined, on 31st August, 1854, to renew the struggle, and, with that view, associated with Mr. Bateman, Mr Robert Stephenson engineer of the Menai Bridge, and Mr. Brunel, engineer of the Great Western Railway,[3] who, after independent

[1] The council also proposed to invite Dr. Penny or any other expert whom the opponents might select to see the experiments made, with a view to test the quality of the water, but the opponents objected.

[2] MS. Council Records, LXII., p. 158.

[3] *Ibid.*, pp. 173, 208.

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investigation, confirmed Mr. Bateman's reports as to the eligibility of Loch Katrine as a source of supply.

In 1854 a second manual fire engine was provided, and in the following year improved fire-cocks were introduced.

During this year the discreditable condition into which the cathedral had been allowed to fall was pressed upon the attention of the Commissioners of Woods and Forests, under whose care it was, and the work of improving the venerable edifice was undertaken. Internally, says MacGregor, the church was cleaned out, and the accumulated rubbish in the crypts was cleared away. The consistory house and tower at the western gable were taken down, and the great west window and doorway were opened up and improved. In other respects the cathedral was put into a better condition than it had been since the Reformation, and had again become a credit and an ornament to the city of which it had seen the foundation.[1]

In this year acts of parliament authorised (1) the Clyde trustees to raise a further sum of money, to fund the debt of the trust, &c.;[2] and (2) the formation of a street from Bothwell Street to St. Vincent Street.[3]

On 3rd July an act set forth the necessity for a bridge for foot passengers being erected across the Clyde at or near the north end of MacNeil Street. It therefore appointed the Magistrates and Council to carry the act into execution; to borrow £5,500 for that purpose; to erect the bridge with the consent of the Admiralty; and to levy tolls or pontages till the cost of the bridge was paid off.[4]

In the same session of parliament an act vested in the Caledonian Railway Company certain portions of the undertaking of the General Terminus and Glasgow Harbour Railway Company.[5]

In addition to the lands acquired in 1851-52 for Kelvingrove Park, other lands were about this time acquired and added to it.[6]

With a view to the promotion in next session of parliament of the water bill, which was deemed to be essential to the welfare and prosperity of the city, (*a*) negotiations were opened with the commissioners for the Forth navigation, (*b*) the proprietors of the salmon fishings on the Forth, (*c*) the Gorbals company, (*d*) the inhabitants of Gorbals, (*e*) the landlords of the city, and (*f*) with all of them satisfactory arrangements were made. On 2nd November, accordingly, the council, on the motion of the lord provost, directed notice to be given of a bill to acquire the existing water-works,

[1] History of Glasgow, p. 444.
[2] 17 and 18 Victoria, c. 62.
[3] *Ibid.*, c. 53.
[4] *Ibid.*, c. 131.
[5] 17 and 18 Victoria, c. 184.
[6] These are shown in Appendix Z. See p. 128.

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and to introduce an additional supply from Loch Katrine.[1] A bill to give effect to this resolution was accordingly prepared, and submitted to the council on 21st December, when, after consideration, it was approved of, the determination of subsequent procedure in reference to it being reserved.[2] With a view to such determination, the reports of Messrs. Stephenson and Brunel were, on 1st February, 1855, ordered to be printed and circulated,[3] and on the 22nd of the same month these reports were considered by the council, and a resolution was adopted to proceed with the bill,[4] only one member dissenting. The bill was accordingly duly deposited, and came before a committee of the commons on 19th April; the preamble was passed on the same day; and on the following Monday the clauses were adjusted, and an additional clause inserted, by direction of the committee, providing that so soon as the supply of water from Loch Katrine was introduced into the city the water commissioners should put up and maintain, in convenient situations, within the compulsory supply limits, not less than thirty-two public fountains or standpipes from which the poorer classes of the inhabitants should be permitted to draw water for their domestic purposes, and that such fountains or standpipes should at all times be kept properly charged with water—such supply, however, not exempting any one from the payment of the compulsory rates chargeable under the act. The bill was thereafter reported to the house and passed. On 18th June it went before a committee of the lords, who rejected the *locus* of a solitary petitioner against it, and passed the bill. On 2nd July, 1855, it received the royal assent.[5] The costs in connection with this bill amounted to about £9,000.

This act transferred to the town council, as water commissioners, the undertakings of the Glasgow water company and the Gorbals water company, but required them from time to time to appoint, out of their own body, a committee called "The Water Committee," consisting of such number of persons as they thought fit; to fix the quorum of such committee, and to name its convener and sub-convener. The members of this committee held office during their respective terms of office as councillors; and the

[1] Council Records, LXII., pp. 217-8.
[2] *Ibid.*, pp. 264-9.
[3] *Ibid.*, p. 272.
[4] *Ibid.*, pp. 277-8.
[5] 18 and 19 Victoria, cap. 118, "The Glasgow Corporation Water Works Act, 1855." Council Records, LXII., pp. 326-8.

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committee had power from time to time to appoint sub-committees of their number.[1]

The act further appointed the compensation to the Glasgow company to be fixed by arbitration, and provided that the compensation to the Gorbals company should be perpetual annuities to its several shareholders at the rate of 6 per cent. per annum on their capital stock of £180,000. Under the arbitration with the Glasgow company[2] their capital was fixed at £345,380, partly ordinary and partly preference stock, and on the former, amounting to £303,700, the shareholders were allowed 4½ per cent., while on the latter, amounting to £41,680, 6 per cent. was allowed. The mortgage debt of the company, £75,000, was transferred to the commissioners. These compensations were directed to be paid to the shareholders by the issue to them of annuity debentures.[3]

By the act the commissioners were restricted from raising or storing the water in Loch Katrine, without the consent of the proprietors, to a greater height than 4 feet above the ordinary summer level, and from drawing it down to a greater extent than 3 feet below that level, and were empowered to convert Loch Vennacher and Loch Drunkie, both situated between Loch Katrine and Callander, into compensation reservoirs, by raising and drawing down their waters, subject to the condition that the water level in Loch Vennacher should not be altered to an extent greater than 5 feet 8 inches above, or 6 feet below, the ordinary summer level—a range of 11 feet 8 inches.[4] Loch Drunkie, which has an area

[1] This provision was repealed by section 17 of the Provisional Order of 1877 confirmed by the act of 40 and 41 Vict., cap. 128, which vested the administration of the Water Acts in the Magistrates and Council as Commissioners.

[2] The arbiters were Mr. William Anderson, accountant, Glasgow, on behalf of the Commissioners, and Mr. James Allport, of Derby, on behalf of the Glasgow Company. The oversman appointed by the Court of Session was the Dean of Faculty Inglis, afterwards Lord President of the Court. The arbiters having differed in opinion, the submission was devolved on the oversman, who, on 12th December, 1856, pronounced his award, as stated in the text.

[3] The conveyance by the Gorbals company in favour of the commissioners is dated 4th April, and that by the Glasgow company 31st December, both in 1857.

[4] Loch Vennacher is 4 miles in length, and has an area of 1,025 acres at the raised water level, with an elevation above the sea of 269 feet, and a drainage area of 24,686 acres, or 38½ square miles, being a little in excess of that of Loch Katrine; but the hills are somewhat lower and less precipitous, and the rainfall is consequently less in amount.

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of about 150 acres, might be raised 20 feet.[1] The act further provided that no greater quantity should be drawn from Loch Katrine for the supply of the city than 50,000,000 gallons in any one day, and that not less than 6,480,000 cubic feet should, during every day in the year, be sent down from Loch Vennacher for the supply of the Teith and the various mills and other properties upon it. The commissioners were further required so to construct their works and regulate the flow of water as that salmon or other fish should be enabled to pass freely into and from the lochs. The limits of the act were defined so as to include a large area outside the boundaries of the city. Within the city boundaries a sufficient supply had to be given to all the inhabitants for domestic purposes, and, to enable this to be done, the commissioners were required to lay pipes in all the streets, but the owners or occupiers had to provide the requisite communication pipes and other apparatus. As regarded the area beyond the limits of compulsory supply, it was provided that whensoever so many owners or occupiers of houses undertook to take and pay for water, for a period of three successive years at least, at rates fixed by the commissioners, to an amount in the aggregate not less than one tenth of the expense of providing and laying down pipes, the commissioners should provide and lay down such pipes. For water supplied for other than domestic purposes the commissioners were empowered to charge such rates as might be agreed upon with the consumers, these rates being, as far as possible, uniform to all persons in the same circumstances and requiring the same extent of supply.[2] The rates which the commissioners were authorised to levy were (1) a "Domestic Water Rate" from the occupiers of all dwelling-houses and of such portions of shops and buildings as were used as dwelling-houses, on the full annual value thereof, and of any gardens and land attached thereto; and (2) a "Public Water Rate" from the owners of all kinds of property within the limits of compulsory supply, not exceeding one penny in the pound on the full annual value of such property, exclusive of the property of railway or canal companies other than stations, depots, and buildings. Gardens not attached to or occupied by a dwelling-house, and all arable meadow and pasture lands within the

[1] Loch Katrine, Loch Vennacher, and Loch Drunkie have together a water-surface of upwards of 4,000 acres, and within the limits to which they might, under the provisions of the bill, be raised or lowered, contained about 1,600,000,000 cubic feet of water.

[2] See section 22 of Water Act, 1879.

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limits of compulsory supply were declared to be rateable according to one fourth part only of the annual value; and owners and occupiers of any of the foresaid descriptions of property and premises were not to be liable to be rated to either "the Domestic Water Rate" or "the Public Water Rate" on more than one-fourth part of their annual value, unless the mains or pipes of the commissioners were laid down and supplied with water within 50 feet from the outer boundary of such premises. (3) The rates to be levied beyond the limits of compulsory supply were appointed to be fixed by the commissioners, but so as not to exceed:—on the north side of the Clyde, those which the Glasgow company were authorised to levy; and on the south side, those which the Gorbals company might levy under their acts. (4) The commissioners were empowered, as regarded dwelling-houses not exceeding £10 of yearly rent, to rate owners instead of occupiers, allowing them an abatement of 10 per cent. This deduction was afterwards increased to 20 per cent. in the case of houses rented under £7, and to 15 per cent. in the case of houses rented between £7 and £10.

The act further empowered the commissioners to borrow on mortgage or bank credit account sums to an amount not exceeding £700,000 to defray the expense of purchasing and acquiring lands and other property, and of executing the authorised works.[1]

The elevation of Loch Katrine is 367 feet above the sea. Thence the water gravitates to the service reservoir at Milngavie at an elevation of 317 feet. This is sufficient to give a good supply of gravitation water to nearly all the highest points within the municipal boundary. A small area in the neighbourhood of Springburn requires to be served by a system of pumps and small reservoirs.

The aqueduct authorised by the act to be formed from the loch to the city is about 34 miles in length, 10 or 11 of which consists of ridges of rock of the hardest description, forming the spurs of Ben Lomond, which towers 3,000 feet above the level of the works. Through these ridges, in a tolerably straight direction, the aqueduct is carried, principally by tunnelling, the tunnels being 8 feet in diameter, and having a fall of 10 inches in the mile. Across three deep and wide valleys between these ridges the water is conveyed by cast-iron pipes, 4 feet in diameter, with a fall of 5 feet per mile; and near Mugdock Castle, at the distance of about 26 miles from Loch Katrine, and about 7 miles from the city, a large

[1] 23 Victoria, cap. 33.

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reservoir was constructed. The water surface of that reservoir extends to 62 acres, with a depth of 50 feet when full. The top water level is at an elevation of 317 feet above the sea, and it contains 550,000,000 gallons, or about eleven days' supply of the 50,000,000 gallons per day the aqueduct was intended to deliver. It enables the water to be shut off at the loch at intervals, and the aqueduct emptied for the purpose of making repairs without interfering with the continuous supply to the city, which is thus maintained from the reservoir. The water is not filtered, but it is here passed through fine copper-wire strainers before it enters the pipes leading to the city.[1]

In 1855 acts of parliament were passed (1) to consolidate and amend the acts relating to the Glasgow and South-Western Railway, &c.;[2] (2) to amalgamate the Glasgow and Inchbelly Bridge and Possil and Balmore Turnpike Road Trusts and to make branch roads, &c.;[3] (3) to enable the Edinburgh and Glasgow Railway Company to enlarge their station at Queen Street, Glasgow; to raise additional capital, &c.;[4] and (4) to authorise the making and working of railways to connect Glasgow, Dumbarton, and Helensburgh.[5]

During this year a suspension bridge, known as St. Andrew's Suspension Bridge, was constructed across the Clyde from the Green, to accommodate workers in factories on the south side of the River. A ferry at this place, which had previously existed, was thus superseded.

The valued rental of the lands and heritages within the city, as ascertained under the Valuation of Lands and Heritages Act of 1854, was in 1854-5 £1,167,842, and in 1855-6 £1,362,168.

Following the example of Partick in 1852, the district of Maryhill, which had become a populous suburb of the city, was, under the provisions of the General Police Act of 1850, constituted a police burgh on 9th May, 1856. It comprehended about 1183 imperial acres. One of the Corporation gas works was situated outside of the city in the vicinity of this police burgh, and the Glasgow Barracks were within it.[6]

On 23rd June, 1856, an act of parliament recited the inadequacy of the court-houses apartments and public offices erected under the authority of the act 6 and 7 William IV., c. 24, and the necessity for (1) additional accommodation being provided, and for a portion of the building called the South Prison of Glasgow being acquired by and vested in the commissioners acting under that act, and converted into a

[1] Mr. Gale's paper on the latest additions to the Loch Katrine Waterworks, 20th March, 1883. Transactions of Engineers and Shipbuilders in Scotland, Vol. xxvi., p. 158.

[2] 18 and 19 Victoria, c. 97.

[3] *Ibid.*, c. 141.

[4] *Ibid.*, c. 158.

[5] 18 and 19 Victoria, c. 190. This act provided that the Edinburgh and Glasgow Railway Company might work the railway. The capital was £240,000. This line was subsequently amalgamated with the Edinburgh and Glasgow Railway.

[6] See page 128.

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court hall and other apartments for the use of the judges and officers attending the circuit courts in Glasgow; (2) for the acquisition of buildings and their conversion into offices and apartments for the use of the sheriffs, sheriff and justice of peace clerks, and other officers of the county of Lanark; and (3) for authority being conferred on the commissioners to raise the sums necessary for defraying the expense of providing the additional accommodation required. It, therefore, empowered the commissioners to levy assessments annually for the periods after specified on all heritages situated within the parliamentary and municipal boundaries of the city, and its ancient and extended royalty, and within the Lower Ward of the county of Lanark (including the burgh of Rutherglen), such sums of money as should be sufficient for the several purposes above set forth, not exceeding one penny per pound in any one year. The sum to be raised and expended by the commissioners for acquiring property and erecting the several buildings, offices, &c., exclusive of the cost of maintenance and repair, and of debt owing by the commissioners for maintenance and repair, was limited to £20,000, and the assessment to be levied until that amount, with interest thereon and the debt referred to, the expenses of the act, and the annual expense of maintenance (limited to a fourth part of the produce of the assessment) was paid and discharged. After such sums were paid the commissioners were empowered, once in every four years, but not oftener, to levy an assessment not exceeding one penny per pound, to be applied in defraying the expense of maintaining, upholding, and repairing the buildings, offices, and apartments authorised to be constructed, the furniture therein, &c.[1]

On the 30th of the same month another act, reciting 6 and 7 Victoria, c. 99, and 9 and 10 Victoria, c. 289, and setting forth that the great increase in the city rendered it necessary that the streets should be paved in a more durable manner, and that further moneys should be raised for that purpose, conferred powers to that effect, and authorised the police commissioners to increase their borrowing for statute labour purposes from £33,699 8s. 3d. to £106,300 11s. 9d.; a sinking fund was also established.[2]

On the same day a third act was also passed to carry into effect arrangements between the trustees of the Renfrewshire turnpike roads and the magistrates and council and police and statute labour committee of the city; and to continue in other respects the acts relating to these roads.[3]

Between the time when the Glasgow Corporation Water-works Act of 1855 was obtained and the completion of the works which it authorised, a large portion of the public had to obtain their supplies of water from the public wells. On 6th August, 1856, accordingly, the master of works was entrusted to enquire and report as to the condition of these wells and the reason why some of them were locked up.[4] On

[1] 19 and 20 Victoria, c. 35. The Glasgow Court-Houses Act, 1856.

[2] 19 and 20 Victoria, c. 56. The Glasgow Paving Act, 1856.

[3] 19 and 20 Victoria, c. 85.

[4] Water Committee's Minute Book II., p. 211.

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20th August he reported as to the state of the wells, and was instructed to see that the wells reported to be unwholesome and injurious to health were shut up,[1] and on 30th September he reported that the following wells had been closed, viz. :—St. David's; Taylor Street; Old Vennel; Spoutmouth; St. Andrew Street; Stockwell; Main Street, Anderston; Hospital Street; and Dale Street; and that the following wells had been repaired, viz. :—East Wilson Street, West Wilson Street, Glassford Street, and Adelphi Street.[2]

The establishment of the Kelvingrove Park in the west end of the city created a desire on the part of the inhabitants of the southern quarter to have a park for that district. To meet this desire and improve the city, it was accordingly resolved to acquire the lands of Pathhead on which to form a public park. In 1857, accordingly, the lands, extending to about 143 acres, were acquired from Mr. Neale Thomson of Camphill, at the price of £30,000, and Sir John Paxton was requested to prepare a plan for laying them out. Subsequently the city architect was instructed to prepare plans showing a scheme for feuing the margin of the proposed park. Operations were begun in the same year, and the park was formally opened to the public on 11th September, 1862, under the name of the Queen's Park. Its area was about 90 acres, 53 acres having been reserved for feuing. These 53 acres were included in the price paid for the lands. On the slopes of this park and the adjacent land to the east and south the battle of Langside, which proved so disastrous to Queen Mary, was fought.

On 13th July, 1857, the Glasgow gaslight company obtained a fifth act of parliament, by which on a recital of 5 George III., c. 41; 3 George IV., c. 80; 6 George IV., c. 35; and 7 George IV., c. 38, they were empowered to increase their capital by £65,000; to increase their borrowing powers to £50,000; to enlarge the area of their supply, so as to include the city and its suburbs, comprehending Gorbals, Anderston, and Calton, Partick, Hillhead, Queenstown, Yoker, Redtown, Maryhill, Springburn, Hogganfield, Bishopbridge, Auchinairn, Parkhead, Westmuir, Tollcross, Shettleston, Baillieston, Rutherglen, Strathbungo, Langside, Crossmyloof, Old Cathcart, New Cathcart, Govan, Three-Mile House, and other places intermediate and adjacent.[3]

On the 27th of the same month the City and Suburban Gas Company obtained an act which set forth that the whole capital of the company, amounting to £150,000, had been called up and expended; that the company were, as at 31st December, 1856, due £28,708 9s. 2d.; that in order to meet the requirements of the population of the city and its suburbs, which were rapidly increasing, it was necessary to extend their works and raise additional money, and that it was expedient to repeal the company's act of 1844. The latter was accordingly repealed, but the incorporation of the company was continued; new and enlarged powers were conferred upon it;

[1] Water Committee's Minute Book II., p. 213.

[2] *Ibid.*, II., p. 215.

[3] 20 and 21 Victoria, c. 35. The Glasgow Gaslight Company Act, 1857. The company's gas-works were situated in Townhead, Tradeston, and Partick.

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its capital was increased from £150,000 to £200,000, and authority was given to borrow to an amount not exceeding one-fourth of the capital raised. The limits of the act were declared to include the city, the parish of Glasgow, the parishes of the Barony, Govan or Gorbals, Govan, Cathcart, Eastwood, and Rutherglen, and the burgh of Rutherglen.[1]

On the same day also an act was passed to continue or renew the powers previously conferred on the Clyde trustees to take lands and execute works for the improvement of the navigation; to authorise the reconstruction of Govan ferry south slip and Renfrew ferry north slip, &c.[2] And on a narrative of the trustees having acquired a right to the Govan ferry, with the ferry-house and pertinents, they were empowered to levy ferry dues, and to lease the ferry rates for periods not exceeding three years.[3]

The whole expenditure of the Clyde trustees from 1770 to July, 1857, was £2,676,505 13s. 5d., of which £574,708 4s. 7d. were paid for ground acquired for the extension of the harbour and the widening of the river; £253,963 7s. 4d. for dredging and deepening the river; and £658,473 12s. 1d. for constructing works on the river and harbour. The remaining £1,189,360 9s. 5d. were expended in paying interest on money borrowed, on management, maintenance, &c. The revenue collected by the trustees during the same period was £1,686,016 18s.

In July, 1858, two acts of parliament were passed (1) to enable the Caledonian Railway Company to make a branch railway to Dalmarnock, in Lanarkshire, &c.,[4] and (2) to provide for the better maintenance of the Garngad road.[5]

On 2nd August another act consolidated and amended the several Clyde Trust acts, and in view of the great increase of the shipping and trade of the city, authorised the channel of the river to be further enlarged and improved, and additional accommodation to be provided in the harbour. It also altered the constitution of the trust which, since 1840, had been vested in a body of thirty-three trustees—twenty-three of whom, including the dean of guild and deacon-convener, were members of the town council—and placed the administration in twenty-five trustees, who consisted of the lord provost of the city for the time and nine town councillors of Glasgow, elected by the town council, two persons chosen by the Chamber of Commerce of Glasgow, two by the Merchants' House of Glasgow, two by the Trades' House of Glasgow, and nine by shipowners and ratepayers. These trustees were appointed to be styled "The Trustees of the Clyde Navigation," and to be a body corporate with perpetual succession and a common seal. The borrowing powers of the trustees were by this act increased to £1,504,000, a sinking fund was re-established on the lines specified in the act of 1854, and the trustees were empowered to fund the whole or a portion of their debt.[6]

The customs revenue collected at the port for this year was £801,894.

[1] 20 and 21 Victoria, c. 80. The Glasgow City and Suburban Gas Company Act, 1857.

[2] These works were carried out, the former in 1860 and the latter in 1865.

[3] 20 and 21 Victoria, c. 92. The Clyde Navigation Act, 1857.

[4] 21 and 22 Victoria, c. 13.

[5] *Ibid.*, c. 28.

[6] *Ibid.*, c. 149. The Clyde Navigation Consolidation Act, 1858.

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The works authorised by the water act of 1855—which were commenced in the spring of 1856—were completed in 1859, when the Queen, who was in Balmoral at the time, was invited by a deputation of the water commissioners to perform the opening ceremony, and graciously consented. Her Majesty, accompanied by the Prince Consort and the Princesses Alice and Helena, accordingly proceeded to Holyrood on 14th October, and next day went by railway to Callander, and thence by coach to Loch Katrine. The day was very wet and stormy, but nevertheless a large assemblage was present. A detachment from the new Glasgow volunteer regiments and companies of the 42nd and 79th Highlanders, with eighty members of the Glasgow Celtic Society, acted as guard of honour. Proceeding in the screw steamer "Rob Roy" to the mouth of the tunnel, the Queen received an address from the commissioners, to which she made a gracious reply, after which she turned a handle, and so admitted the water of the loch into the tunnel and works. After examining the works the royal party returned to Edinburgh.

Chapter VI.—1859-1876.

Concurrently with the construction of the Loch Katrine supply works, the water commissioners proceeded with important and costly operations to alter and simplify the system of piping transferred to them by the Glasgow company. The pipes of the Gorbals company, laid down in 1847, did not, however, require alteration, but these works were otherwise improved. By March, 1860, all the requisite alterations and additions to the piping in the city were completed, and the old works for drawing water from the Clyde were abandoned.[1]

The improved water supply consequent on the completion of the Loch Katrine works, and the alteration and simplification of the mains and pipes, placed in the hands of the authorities the means of greatly improving the service for the extinction of fire. After much inquiry, and being advised by Professor Macquorn Rankine and other engineers, the system of fire-cocks introduced in 1854 was preferred to all others, and a contract was entered into for a supply of 1,500. The attachment of these to

[1] In the execution of their trust the water commissioners expended upon the works connected with the Loch Katrine supply £930,668 16s. 10d.; on the improvement of the Gorbals works, £196,019 7s. 6d.; and in the purchase of the old works transferred from the water companies, £462,133 16s. 8d. In all, £1,588,822 0s. 11d.

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the mains and pipes of the Loch Katrine system—exclusive of the cost of the improved cocks and boxes—cost nearly £4,000.

In 1858 the Sanitary Committee of the Police Commissioners instructed Professor Anderson of Glasgow and Mr. Bateman to report as to the best means of deodorising the sewage of the city, and as to the probability of the cost being recouped in part by the sale of the deposit as a manure. The result of the conclusions to which they came was that the most advisable course would be to use a deodoriser which did not precipitate, and which would be thrown into the sewers so as to sweeten their contents, and admit of these being discharged into the river without producing a nuisance. The result, however, they admitted, would be that though the river might be deodorised, its aspect would be as disagreeable as ever. They also reported that the problem with which they had to deal did not admit of an economic solution. The purification of the Clyde was then allowed to remain in abeyance for several years, though several schemes were proposed by private parties.

One of these, says Mr. M'Donald, was a proposal to divide the river into two portions by a longitudinal wall, with arrangements for stopping the mouths of the channels to compel the tidal water to flow up one and down the other, so as to produce greater dilution of the sewage and a more powerful current to carry it out to sea.

A similar suggestion was made for the construction of a canal from Erskine House to the Harbour, and the accumulation of fresh water above the city by damming the river, and constructing outlets for scouring out the lower reaches.

No fewer than three separate proposals were brought forward for the reclamation of the tidal foreshore of the river between Newshot Isle at the mouth of the Cart and Port-Glasgow.[1]

On 19th April, 1859, the water commissioners obtained an act, *inter alia*, conferring upon them additional administrative powers, and increasing their borrowing powers from £700,000 to £900,000, to enable them to acquire additional lands, and to meet the obligations imposed upon them by the act 18 and 19 Victoria, c. 118.[2]

On 19th April, 1859, an act of parliament empowered the magistrates and council to lay out, maintain, and improve the Kelvingrove and Queen's Parks and erect the Galleries of Art and Corporation Halls in the city; to levy an assessment of twopence per pound to defray the expense thus incurred; to sell, lease, or feu portions of these parks; and to make bye-laws for their regulation.[3]

The customs revenue collected at the port for this year amounted to £814,142 5s. 2d.

[1] Glasgow Main Drainage by Mr. A. B. M'Donald (1900).

[2] 22 Victoria, c. 9. The Glasgow Corporation Water-works Amendment Act, 1859.

[3] 22 Victoria, c. 17, intituled the Glasgow Public Parks Act, 1859.

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In March, 1860, the water supply from Loch Katrine was introduced into the city, and on 15th May of that year the waterworks commissioners obtained an act empowering them to borrow £350,000, in addition to the £900,000 previously authorised to be borrowed. These sums were appointed to be applied in defraying the expense of completing and extending the waterworks, and of increasing the supply of water to the city, suburbs, and districts, and places adjacent, and for the general purposes of the undertaking.[1]

The total cost of the first Loch Katrine works, from 1856 to 1860, was—

For works at the lochs, aqueduct, 25¾ miles long, service reservoir, two mains to the city, and rearrangement of the piping in the city, ...	£771,548	0	0
For lands and compensations, ...	79,180	0	0
For parliamentary expenses, 1855, 1859, and 1860, ...	27,548	0	0
For engineering expenses, offices, and miscellaneous expenses, ...	41,827	0	0
	£920,103	0	0
Besides this, the cost of alterations on the filters of the Gorbals Works, from 1857 to 1859, was ...	4,038	0	0
	£924,141	0	0

In 1861 the average quantity of water supplied per day during the whole year to a population of 436,901 represented a total of 41·81 gallons per head, of which 35·99 gallons were applicable to domestic, including municipal purposes, 2·95 gallons to other trade supplies, and 2·87 gallons to supplies by meter.[2]

Towards midnight of Saturday, 14th December, 1861, the Prince Consort died of typhoid fever, at Windsor, closing, at the early age of forty-two, a life of singular goodness, in which he had held his high and difficult position with rare prudence and sagacity.

The population of the city, according to the census of this year, was 403,142—an increase of 69,485 over that of 1851. Its rental for the year was £1,666,336—an increase of £648,974 over that of 1850.

The gross revenue of the Corporation and the several trusts under its administration at this time, viz., parks and galleries, register of births, &c., register of voters, valuation of lands and heritages, and prisons, &c., are stated by Mr. West Watson to have been £236,677, the expenditure £241,781, and the debt £1,984,133.

[1] 23 Victoria, c. 33. The Glasgow Corporation Waterworks Amendment Act, 1860.

[2] See Table in Appendix, showing the population supplied with water, and the consumption per head per day, at intervals of five years subsequent to 1861. Appendix A *o*.

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The revenue of the Clyde Trust was £105,768—an increase of £36,893 over that of 1851.

The amount of revenue collected at the customs' office was £924,505 1s. 11d.—an increase of £249,461 over that of 1851.

The number and tonnage of ships belonging to Glasgow, registered at the port, was 679, and their tonnage was 218,804—an increase on that of 1851 of 171 ships and 73,120 tons.

The ships which arrived in the harbour during the year were as follows:—sailing ships, 4,804; tonnage, 474,740; steam vessels, 11,281; tonnage, 1,029,480; total, 16,085 ships; tonnage, 1,504,220—a decrease, as compared with 1851, of 1,189 ships, but an increase of 57,614 tons.

The police force of the city at this time numbered 701 men.

The total cost of the cleansing establishment of the city for 1854-5 was £8,206 16s., and for 1859-60 was £11,839 3s. 4d.; and of the lighting establishment was for 1854-5, £8,515 5s., and for 1859-60, £10,440 1s. 9d.

In this year an act authorised a railway to be made from the Glasgow, Dumbarton, and Helensburgh railway to Milngavie, &c.[1]

During this year the several fire engine stations were put in direct telegraphic communication with the Central Police Office, and it again was similarly connected with the various district police stations, so that in whatever part of the city a fire broke out, the intelligence could be immediately communicated to the several fire engine stations.

In the stables attached to the Central fire engine station horses were, moreover, kept in waiting by night as well as by day, and every engine, pipe and ladder carriage stood upon its own granite tramway and opposite its own special gate. Confusion or collision was thus made impossible on an alarm of fire. Each engine and carriage could be harnessed and out on the open street, and upon its way to the scene of conflagration, within two minutes from the instant that a telegraphic summons reached the station.

On 7th August, 1862, an act, referring to the several police acts, 6 and 7 Victoria, c. 99, 9 and 10 Victoria, c. 289, and 19 and 20 Victoria, c. 56, consolidated and amended them. This act—the endurance of which was limited to five years—was the first attempt to deal with the erection of new buildings as regarded sanitary requirements, involving regulations for securing free space in sleeping apartments, the prevention of overcrowding by the limitation of the number of inmates, and the regulation of the width of streets.[2]

On 11th September the Queen's Park was opened to the public.

[1] 24 Victoria, c. 198. Glasgow Corporation Police Act, 1862.

[2] 25 and 26 Victoria, c. 204. The

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During this year acts were passed (1) to amalgamate the Caledonian and Dumbartonshire Railway Company with the Edinburgh and Glasgow Railway Company[1]; (2) to amalgamate the Glasgow, Dumbarton, and Helensburgh Railway Company with the Edinburgh and Glasgow Railway Company[2]; and (3) to alter the constitution of the parochial board of the Barony parish.[3]

On 4th May, 1863, an act regulated the mode of valuing certain underground gas pipes or works in the city, for the purposes of assessments under the police act of 1862, in conformity with the provisions of the General Police and Improvement (Scotland) Act, 1862.[4]

The gross rental of the city for 1862-63 was £1,702,113.

Previous to this time the only portion of the cleansing of the city which was done by the police board was the sweeping of the streets. The removal of the sweepings and the collection and removal of all domestic refuse was performed by a contractor, while the cleansing of courts and private streets had to be performed by the proprietors.

Previous to 1849 public sewers had been constructed in the city of the length of 70,400 lineal yards, or 40 miles; but between that year and the termination of 1863 additional public sewers had been formed extending to 39,177 lineal yards, or 22¼ miles.

In the latter year, also, public roads were formed within the parliamentary boundary and ancient royalty to the extent of 116 miles. Of these 96 were under the charge of the police authorities, and 20 miles of turnpike roads were under the charge of road trustees. The annual cost of maintaining these roads, with sewers and gratings, was about £22,000.

In 1864 six hose and ladder carriages were made. They were intended to carry about 560 feet of leather hose, but have since been altered so as to carry 850 yards of canvas hose, and are still in active service.

In March of this year there were 2,700 fire cocks in the city, placed at intervals of 40 yards in the more densely-built districts, increased to 60 yards in the suburbs. Previous to the introduction of the Loch Katrine water there were only 570 fire cocks in the city, mostly of objectionable construction; and, as the pressure on the mains was never very great, fire engines were indispensable, while most of the water had to be carted to the engines, causing great confusion in the adjoining streets during a fire. All that had, however, been altered before this time; the fire engines were then seldom used, the pressure from the mains being sufficient to send the water to the highest house, and the carting of water was entirely

[1] 25 and 26 Victoria, c. 135.

[2] *Ibid.*, c. 138.

[3] *Ibid.*, c. 157.

[4] 26 and 27 Victoria, c. 7. This act was superseded by the Glasgow Police Act, 1866.

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discontinued—a considerable annual saving being the result. In addition to these fire cocks there were 1,200 of Bateman and Moore's fire cocks, which were applied as cleansing cocks and air valves, and were also available in cases of fire. These were extremely useful in discharging the air from the water pipes while being filled.

In 1838 the consumption of water per head in Glasgow over the whole population was 26 gallons, and in 1845 it had increased to 30 gallons. In 1852 it was 35 gallons per head on the north side of the river, supplied from the Glasgow works, and 38 on the Gorbals side. When the Loch Katrine scheme was designed, in 1853-54, 40 gallons a head was adopted as a liberal allowance, and was considered to be in excess of all future requirements, but at this time (1864) it had reached 42½ gallons a head per day. The quantity of water sent into the city during the first six months of this year was, on the average, 16,900,000 gallons a day from the Loch Katrine works, and 3,300,000 gallons a day from the Gorbals works—in all 20,200,000 gallons a day to a population of about 476,000. Of this quantity 1,639,000 a day were sold by meter for trade purposes, equal to 3·4 gallons per head, leaving 39 gallons a head as the net consumpt for domestic and other purposes.[1]

Twenty-five years previous to this time the gross revenue of the two water companies was a little less than £25,000 per annum, while the annual revenue of the water commission was now £91,208 9s. 4d. So rapidly had the population and manufactures of the city increased that, between 1856 and 1864, nearly £1,000,000 had been expended in executing new waterworks—without adding materially to the water rate—and, at the same time, the large annuities guaranteed to the shareholders of the water companies had been paid. The mortgage debt of the water

[1] The quantity of water then used in the manufacturing towns of Lancashire was about 20 gallons a head per day for all purposes. In Manchester, with a population nearly the same as that of Glasgow, it was 22 gallons a head, and the quantity sold for trade purposes was from 5 to 8 gallons a head. In Sunderland, with a population of 130,000, it was 15 gallons a head, of which 3 went to manufacturers. In Nottingham it was 17 or 18 gallons a head, of which 5 or 6 were sold for trade purposes. The excess of the consumption of water in Glasgow was due, in great measure, to waste from imperfect water fittings. Some allowance should probably be made for the difference in the circumstances of the distribution here as compared with these towns, but there was still a large quantity, probably 15 gallons a head, which ran to waste without benefiting anyone.

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companies transferred to the water commissioners amounted to £75,964, and the value of the annuities payable to the shareholders of the companies, capitalised at 4 per cent., amounted to £525,380. Together, £750,146.[1]

On 13th August, 1859, the act 22 and 23 Victoria, c. 66, regulated the measures and sales of gas, but was amended in the following year by the act 23 and 24 Victoria, c. 146. In 1864 it was further amended by the act 27 and 28 Victoria, c. 96. Till the last-mentioned act was passed technical difficulties delayed the application of these statutes in Glasgow. But shortly afterwards the magistrates erected and fitted up premises in North Albion Street for testing the accuracy of gas meters, and also the quality of the gas supplied.

The expenditure since the Glasgow Paving Act of 1856[2] came into operation up to this time, in paving the principal thoroughfares with square dressed granite, was £144,842.

The lineal extent of main sewers within the police boundary was 62 miles; of railways was 11 miles, and of canals was 3¾ miles.

An arrangement entered into between the Glasgow, Airdrie, and Monkland Junction Railway Company and the College authorities, in 1846, for a sale of the college buildings and grounds at High Street, and the transfer of the college to a site at Woodlands having fallen through, the promoters of the City of Glasgow Union Railway Company concluded negotiations with the College authorities in 1863 for the acquisition of their buildings and grounds at the price of £100,000. This arrangement was sanctioned by parliament, in 1864, by an act which incorporated the City of Glasgow Union Railway Company and authorised the construction of works to connect the several railways which terminated on the north and south side of the Clyde.[3] In July of that year, the College authorities acquired the lands of Gilmorehill, consisting of 43 acres, at the price of £65,000, and also, under arrangements with the town council, purchased the lands of Donaldshill at the price of £16,000. Seventeen acres of the land thus purchased were, in 1867, taken over by the town council for behoof of the city, at the price of £28,524 16s. 7d., and 20½ acres were acquired by the Parks trustees at the price of £19,966, to be added to the Kelvingrove park.[4] The remainder of the lands were reserved by the College authorities as a site for the new college buildings and the residences of a number of the professors.

It was at one time intended that an Infirmary should be erected on the lands of Over and Nether Newton and Clayslaps, on the south side of the Kelvin, and in 1865 the College authorities purchased these lands for that purpose from the incorporation of bakers, at the price of £17,400. It was, however, subsequently arranged that the Infirmary should be placed on the lands of Donaldshill.

[1] Mr. Gale's paper on the Glasgow Waterworks, read to the Institution of Engineers and Shipbuilders in Scotland on 16th March, 1864.

[2] 19 and 20 Victoria, c. 56.

[3] 27 and 28 Victoria, c. 286.

[4] See List of Purchases. Appendix Z.

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Acts of parliament passed this year (1) empowered the Clyde Trustees to lay down lines of rail or tramways in connection with the quays at the harbour; to make certain alterations on the rates leviable by the trustees; and to extend their borrowing powers to £2,000,000[1]; (2) sanctioned an agreement between the Caledonian and Edinburgh and Glasgow Railway Companies as to the construction of a branch railway to connect these undertakings with the harbour, and authorised the formation of a joint station there, &c.[2]; and (3) empowered the Edinburgh and Glasgow Railway Company to make railways at Cowlairs, and between Maryhill and the Clyde; and authorised the construction of a tramway at the harbour, &c.[3]

The General Police Act of 1850, under which Partick had been constituted a police burgh in 1852, and Maryhill in 1856, was repealed by the General Police Act of 1862,[4] except only as regarded such burghs as had previously adopted its provisions in whole or in part. The later act afforded greater facilities than previously existed for the constitution of populous places into police burghs, and under it steps were taken by householders in Govan to have that suburb of the city constituted a police burgh. The village of Govan, situated on the south side of the Clyde, is shown on the map of the Boundaries Commissioners of 1832 as a considerable distance to the west of the parliamentary boundaries of the city as then defined. Glasgow had, however, during the intervening thirty-two years (1832-1864) grown so largely as to occupy, and go far beyond the old village of Govan. This expansion had been greatly promoted by the operations of the Clyde Trustees—pushed westward by the growth of the city—in deepening the river, in extending the harbour, and in constructing graving docks, and also by the formation of shipbuilding yards along the banks of the river. The suburb had in fact become a populous place, and as such was constituted a police burgh on 6th May, 1864. Its area is about 1,115 imperial acres, and extends about two miles along the Clyde from the south-western boundary of the city. The harbour of Glasgow which, with the works of the Clyde Trustees, extend a considerable distance into the burgh, and occupy about one-half of the river frontage, is watched by the Marine Division of the Glasgow Police force. Like Partick and Maryhill, Govan draws its gas and water supplies from the city.

At 31st December of this year the lineal extent of the public streets of the city, under the charge of the statute labour trustees, exclusive of lanes, alleys, courts, &c., was 98¾ miles, and the cost of their maintenance was £23,000; the extent of the turnpike roads within the city, under the charge of the road trustees, was 20 miles, and the cost of their maintenance was £8,000. Total, 118¾ miles, maintained for the year at a cost of £31,000.

The gross rental of the city for 1863-4 was £1,745,390.

In 1864 the total strength of the police force of the city was 719, and its cost for pay and clothing was £41,845 6s. 11d.—an increase in number and cost over that of 1859 of 41 men and £5,651 4s. 10d.

[1] 27 and 28 Victoria, c. 248. The Clyde Navigation (Glasgow Harbour Tramways) Act, 1864 (25th July).

[2] *Ibid.*, c. 271.

[3] *Ibid.*, c. 279.

[4] 25 and 26 Victoria, c. 101. The General Police and Improvement (Scotland) Act, 1862.

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The strength and cost of the force in each of the years 1854 and 1859 were—in 1854, 623 men, cost £21,757 13s. 8d; 1859, 678 men, cost £36,194 2s. 1d.

On 25th April, 1865, the fever hospital erected by the police and sanitary authorities in Parliamentary Road was opened. It contained 136 beds, but was extended in 1869 so as to contain 250 beds.

While the built portions of the aqueduct from Loch Katrine, with all the tunnels and bridges on the line, were originally constructed of dimensions sufficient to pass 50,000,000 gallons a day to the city, the cast-iron troughs, which form portions of the aqueduct bridges on the first eleven miles of the aqueduct, and the pipes across the valleys of the Duchray, the Endrick, and the Blane, on the line of the aqueduct, were made of a size to supply somewhat less. The quantity supplied, with the 4,000,000 gallons a day from the Gorbals works, it was assumed would be sufficient to meet the requirements of the city till about 1870—allowing 40 gallons a head a day—the quantity supplied by the two water companies. But, after the introduction of the Loch Katrine supply, the consumption rose steadily, till in 1869 it amounted to 50 gallons a head a day. This increase necessitated an enlargement of the cast-iron troughs, and accordingly, in 1864, an addition of 2½ feet was made to their sides, so as to increase their carrying capacity to the full 50,000,000 gallons a day. The drystone ruble embankments on which they had previously rested were also taken down, and rebuilt in mortar, so as to secure the utmost stability and permanence. Two years later, it was resolved to lay an additional line of pipes across the valleys of the Duchray, the Endrick, and the Blane, extending to 3 miles 58 chains. At the crossing of the river Endrick, the first line of syphon pipes had been laid under the bed of the stream, but as any accident to the pipes at this point would have been expensive to repair, and, if it occurred when the river was in flood, might seriously interfere with the supply to the city, it was resolved to carry the pipes over the river by a bridge. Parliamentary authority to do this was, however, necessary, and on 2nd June an act authorised the water commissioners to construct the bridge. It also empowered them to compel owners of dwelling-houses not properly supplied with water to provide for its introduction; to regulate the supply to houses situated at high levels; and to make bye-laws.[1] The

[1] 28 and 29 Victoria, c. 69. The Glasgow Corporation Waterworks Amendment Act, 1865.

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whole of the works connected with the new line of syphon pipes, including the pipes themselves, the bridge over the Endrick, and the sluices, cost nearly £50,000.

On 2nd June, 1865, an act consolidated and amended the acts relating to markets and slaughter-houses. This act referred to the Acts 1 George IV., c. 88, 6 George IV., c. 107, 8 and 9 Victoria, c. 29, and 13 and 14 Victoria, c. 101, and setting forth that as the City of Glasgow Union Railway Company had acquired certain of the existing slaughter-houses, it was expedient that others should be provided, that the recited acts should be repealed, and that the powers and provisions as to making, maintaining, and regulating markets and slaughter-houses should be consolidated, amended, and extended. It, therefore, repealed all these acts, so far as they related to markets, market places, or slaughter-houses; appointed the magistrates and councillors to be markets commissioners, and regulated their proceedings; empowered them to borrow £60,000; to make and maintain market places and slaughter-houses; to enlarge and improve them; to provide a hide market, dead meat market, and fish market; to levy tolls for these markets, and rates by purchasers of tallow; prescribed the application of the moneys so raised; fixed the ground annual to be paid to the city, and the annual payment to the incorporation of Fleshers, as provided by 13 and 14 Victoria, c. 101; reserved the rights of the incorporation, but empowered them to surrender these rights on terms to be agreed between them and the trustees; prohibited the selling of horses, &c., in the city, or within three miles of the cross elsewhere than in the market; prohibited the slaughtering of cattle elsewhere than in the public slaughter-houses, or the selling of tallow without its being previously searched by a searcher, or the selling of fish except by retail elsewhere than in the market.[1]

In this year also acts were passed (1) on 7th April, to regulate the mode of valuing the underground pipes or works in the city of the City and Suburban Gas Company for the purposes of assessment under the police act of 1862[2]; (2) to enable the Glasgow and South-Western Railway Company to make new railways between Kilmarnock Road and Glasgow, &c.[3]; (3) to authorise the amalgamation of the general terminus and Glasgow Harbour Railway Company with the Caledonian Railway Company[4]; (4) to transfer the New North Road or Parliamentary Road, Glasgow, to the board of police[5]; (5) to authorise the Edinburgh and Glasgow Railway Company to form a station on the lands which had formerly belonged to the College at Glasgow, and to subscribe for and hold shares in the City of Glasgow Union Railway Company, &c.[6]; (6) to amalgamate the Monkland Railway Company with the Edinburgh and Glasgow Railway Company[7]; (7) to authorise the City of Glasgow Union Railway Company to construct a railway to the harbour of

[1] 28 Victoria, c. 63.

[2] 28 and 29 Victoria, c. 2. See 26 Victoria, c. 2.

[3] *Ibid.*, c. 74.

[4] *Ibid.*, c. 167.

[5] *Ibid.*, c. 174.

[6] *Ibid.*, c. 200.

[7] *Ibid.*, c. 217.

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Glasgow[1]; (8) to amalgamate the North British and Edinburgh and Glasgow Railway Companies[2]; and (9) to authorise the Edinburgh and Glasgow Company to form a railway from Glasgow to Coatbridge, and a junction with the City of Glasgow Union Railway, &c.[3]

The gross rental of the city for 1864-5 was £1,778,728.

The total cost for that year of the cleansing establishment of the city was £16,673 6s. 9d., and of the lighting establishment was £15,610 9s.

On 2nd June, 1866, the first sod was turned on the lands of Gilmorehill to prepare the site of the University, the plans of which had been prepared by Sir G. Gilbert Scott.

On 21st June, 1841, an act of parliament.[4] vested in commissioners, thereby appointed a house of refuge for juvenile offenders and a house of refuge for females, both of which had previously been established and carried on by voluntary contributions, and provided for both houses, and such others as might be established, being carried on by the commissioners, who were empowered to levy an assessment not exceeding one penny per pound on the rental of the city. That act was amended on 11th June, 1866, by an act,[5] which changed the constitution of the commissioners, empowered them to dispose of such of the heritable property vested in them as was unsuitable for their purposes, and otherwise applied the provisions and powers of the act of 1841 to the reconstituted commission.

The insanitary condition of large districts of the city, consequent on the overcrowding of the dwellings, the narrowness of the streets, and the defective structure of the old houses, led the town council to promote a bill in parliament in the session of 1865-6 to effect a remedy. It proceeded on the narrative that various portions of the city were so built, and the buildings so densely inhabited, as to be highly injurious to the moral and physical welfare of the inhabitants; that many of the thoroughfares were narrow, circuitous, and inconvenient, and that it would be of public and local advantage if various houses and buildings were taken down; and those portions of the city re-constituted, and new streets constructed, and several of the existing streets altered, widened, and diverted; and that, in connection with the re-constitution of those portions of the city, provision should be made for dwellings for the labouring classes who might be displaced in consequence. The bill, which received the royal assent on 11th June, 1866, thereupon empowered the magistrates and council, as improvement trustees, to take lands and make 39 new streets, to alter, widen, and divert 12 existing streets, to stop up a number of specified streets, and to vest the ground or soil of the streets so stopped up in the trustees. The trustees were required to cause portions of the new and altered, widened and diverted, streets to be laid out for carriage ways, and portions for foot passengers, and to construct sewers therein, and afterwards to enter these streets in

[1] 28 and 29 Victoria, c. 247.

[2] *Ibid.*, c. 308.

[3] *Ibid.*, c. 328.

[4] 4 and 5 Victoria, c. 36, intituled "An Act for Repressing Juvenile Delinquency in the City of Glasgow."

[5] 29 Victoria, c. 66.

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the register of public streets, to be maintained, along with the foot pavements and sewers, in terms of the police acts and out of the police rates. The total superficial extent of ground designed to be converted into streets was about 64,670 square yards. They were also required to erect, fit up, and let, dwelling-houses for mechanics, labourers, and other persons of the working and poorer classes; to acquire ground for a public park or playground in the north-eastern district of the city, and, after having laid it out, to convey it to the parks trustees to be maintained as one of the parks of the city, with power to appropriate a part of ground for building purposes. The act empowered the trustees to borrow £1,250,000, and to levy for its purposes an annual assessment of 6d. per pound for the first five years, and of 3d. per pound for ten years thereafter.[1]

In this year also an act authorised the North British Railway Company to make a deviation in the Forth and Clyde Canal.[2]

On 23rd July in the same year an act was passed to regulate the police and statute labour of the city, and for other purposes. It came into operation on 15th May, 1867, repealed the Police Act, 25 and 26 Victoria, c. 204, and made provision for the future regulation of the police and statute labour of the city. In particular, it provided for the levying of assessments, for borrowing, and for the appointment of officers, constables, &c.; defined their duties; the jurisdiction of the magistrates, and the procedure under it; defined the various classes of offences; appointed the harbour and river to be under the police appointed in virtue of the act, and defined their powers and duties; provided for the prevention and suppression of fires, &c.; for the

[1] 29 Victoria, c. 85. The Glasgow Improvements Act, 1866.

The districts of the city dealt with by the scheme thus sanctioned embraced an area of about 88 acres, contained a population of 51,294, and comprised portions of what might be termed ancient Glasgow, extending from the Clyde along the valley of the Molendinar to the Cathedral. It involved the demolition and reconstruction of nearly all the properties on both sides of Saltmarket and High Street, including the Bell of the Brae and Kirk Street; the western portions of the Gallowgate and the eastern part of Trongate; the older portions of Calton and the old village of Gorbals, as well as some other isolated areas of property of bad sanitary repute. The average rate of mortality within this area was 38·64 per 1,000, ranging from 17·98 to 48·81 per 1,000, and the deaths from epidemic disease formed 36 per cent. of the mortality. The average density of population over the whole area was 583 per acre, but in many localities the inhabitants were huddled together at a rate of 1,000 per acre, presenting an example of overcrowding unequalled it was said in any city of the world. This low physical condition was aggravated by the presence of hordes of the criminal classes who, under the shelter of the dens and caverns of dwelling-houses in the narrow lanes and dark closes which abutted on Trongate, Saltmarket, Gallowgate, and High Street, had rendered these localities notorious in the annals of robbery and murder.

Glasgow Past and Present (1884), I., pp. xxvi-xxviii.

[2] 29 and 30 Victoria, c. 219.

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promotion of sanitary objects, &c.; and for the maintenance and use of the city markets and the Glasgow Green.[1]

On 6th August an act[2] was passed which, after reciting the acts, 8 and 9 Victoria, c. 133, 13 and 14 Victoria, c. 91, and 17 and 18 Victoria, c. 131, set forth the expediency of placing under the same management the Glasgow bridge, the Victoria or Stockwell Street bridge, and the Hutchesontown bridge, erected and maintained under the first of these acts, and the acts above referred to, and the South Portland Street Suspension bridge and the Glasgow New Suspension bridge, erected and maintained under the second and third of these acts. It also set forth that the council who were, by the third mentioned act, empowered to carry it into execution, had agreed to the South Portland Street and Glasgow New Suspension bridges being transferred to the trustees appointed by this act, and to the union and consolidation of the several trusts. Upon that preamble the act repealed the several acts above mentioned, appointed the council, with eight persons elected by Renfrewshire, and two by Ayrshire, to be trustees; united and consolidated the trusts of the several bridges above mentioned; vested the property of the bridges, &c., in these trustees; empowered them to take down and rebuild Hutchesontown bridge, and to erect a new bridge; authorised a temporary bridge to be erected during the removal and rebuilding of Hutchesontown bridge; empowered the trustees to maintain and cleanse bridges and toll-houses, and to erect lamps and light bridges; prescribed the tolls or pontages to be taken in respect of the Glasgow, Victoria, and Hutchesontown bridges, and also of the South Portland Street bridge and New Suspension bridge; provided for the application of the tolls, the accumulation of funds for maintaining the bridges, and the cessation and discontinuance of tolls; authorised £60,000 to be borrowed for the purposes of the trust; and empowered the Clyde Trustees to contribute one-fourth part of the expense of removing and rebuilding Hutchesontown bridge, and of erecting and removing the temporary bridge.

On the same day the water commissioners obtained an act authorising them to construct what are known as "the river supply works" at Westthorn, between Glasgow and Rutherglen, to supply water from the Clyde for trading, manufacturing, and other purposes to specified riparian owners and others; to provide for the removal by the commissioners of the dam or weir across the river, above Hutchesontown bridge, and the lock and works connected therewith, to require the trustees of the Clyde Navigation to repay to the commissioners the whole expense incurred in such removal, and also to pay to them £5,000 towards the cost of the works authorised by the act. Till such removal was effected the weir and lock were appointed to be maintained by the Clyde Trustees.[3] By

[1] 29 and 30 Victoria, c. 273. The Glasgow Police Act, 1866.

[2] *Ibid.*, c. 327. The Glasgow Bridge Consolidation Act, 1866.

[3] This provision was amended by the Act 42 Victoria, c. 40.

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this act also the borrowing powers of the commissioners were increased from £1,250,000 to £1,400,000.[1]

The provisions of this act in regard to the weir across the Clyde require explanation. After the deepening of the river, authorised in 1770 by the second Clyde Act,[2] it became necessary to protect the foundations of the new Jamaica Bridge from the scour of the river, and this was done in 1772 by the formation, a little below the bridge, of a weir constructed of rough stones. It existed till 1842, when it was removed, first, to the west side of the Stockwell Bridge, and afterwards, in 1852, to a position above the Albert Bridge. This weir had a lock 74½ feet long by 25 feet wide, with a double pair of gates, and cost about £6,000. It had the effect of raising the level of the river above it, so as to admit of water being drawn direct into manufactories and works on the south bank of the Clyde. When, therefore, in the session of 1865, a bill was promoted to obtain power to remove the weir, it was opposed unsuccessfully in the Commons, but successfully in the Lords. Arrangements had, therefore, to be entered into with these opponents, and were embodied in the above act, which authorised the construction of works by means of which water from the river might be supplied to these manufactories and works, and provided that, on the expiration of three months after the river supply works were completed and certified, the commissioners should, at the sight of the engineer of the Clyde Trustees, remove the weir and lock, which, till so removed, should continue to be maintained by the Clyde Trustees. The expense of such removal, it was also provided, should be borne by these trustees.

The daily consumpt of water from Loch Katrine having, in the early months of this year, reached 23,300,000 gallons, the water commissioners, in view of the fact that the existing pipeage admitted a flow of only 24½ millions of gallons per day, proceeded to lay an additional pipe capable of conveying 10,000,000 gallons. The estimated cost of the pipe was £43,000. It crossed the valleys of the Duchray, the Endrick, and the Blane, connecting the various aqueducts which formed the Loch Katrine water-supply works.

The gross rental of the city for 1865-6 was £1,808,430.

The annual revenue of the Clyde Navigation Trust this year was £125,787.

The revenue collected at the customs in 1866 was £933,057.

[1] 29 and 30 Victoria, c. 328. The Glasgow Corporation Waterworks Amendment Act, 1866.

[2] 10 George III., c. 104.

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The number of ships belonging to Glasgow registered at the port was 807, and the tonnage 332,553, an increase since 1861 of 128 ships and 113,549 of tonnage.

The number and tonnage of the ships which arrived at the harbour was as follows:—sailing ships, 4,113, tonnage, 463,736; steam vessels, 12,612, tonnage, 1,400,464; total, 16,725, tonnage, 1,864,200—an increase of 640 vessels and 359,980 tons.

In 1867 acts of parliament were passed (1) to vest in the Caledonian Railway Company the undertaking of the company of proprietors of the Forth and Clyde Navigation, &c.[1]; (2) to authorise the North British Railway Company to make certain deviations in their Glasgow branches, and in the Forth and Clyde Canal, &c.[2]; and (3) to enable the City of Glasgow Union Railway Company to make a further deviation of their authorised railway; to construct railways to join the railway from Glasgow to Coatbridge, &c.[3]

On 10th October the Kingston Dock, which was the first floating dock at Glasgow, was formally opened, on the grounds of Windmillcroft, on the south of the harbour. This dock or basin has a water surface of 5½ acres, surrounded by walls, enclosing sheds and quays, and affords an available wharfage area of about three acres. The basin is connected with the Clyde by a passage through Springfield Quay, 320 feet long and 60 feet broad, crossed by a swing bridge moved by hydraulic power. The cost of this dock, exclusive of the price of the ground (£40,000), was about £115,000.

During this year the Clyde trustees excavated 702,000 cubic yards of material from the bed of the river by means of five dredgers, and added to their plant two hopper iron steam barges of 40 horse-power each, making eight in all. Their revenue for the year amounted to £131,892, and their expenditure to £113,180.

The gross rental of the city for 1866-7 was £1,863,024.

In addition (1) to the 31 acres 12 poles of the lands of Woodsidehill, purchased from Colin M'Naugton's Trustees, and (2) 1 acre 1 rood 15 poles of the lands of Claremont, purchased from William Nicol and others, and formed into Kelvingrove Park,[4] the following purchases were made at and previous to Whitsunday, 1854, and were added to that park, viz. :—

On 15th May, 1852.—22 acres 3 roods 18 poles of the lands of Woodside, purchased from the Glasgow, Airdrie, and Monkland Junction Railway Company, who had acquired them in 1846,[5]; price, £21,000.

On 15th May, 1853.—6 acres 1 rood 4 poles of adjoining lands from Mr. Campbell, of Blythswood; price, £10,302 5s. 10d. 1 acre 1 pole of ground at Lynedoch Street from the City of Glasgow Bank; price, £3.409 5s. 10d. 3 roods 31 poles of ground at Woodlands Road from James M'Hardy; price, £2,283.

On 15th May, 1854.—2 acres 2 roods 33 poles of ground at Eldon Street from David Smith; price, £6,000. And

[1] 30 and 31 Victoria, c. 106.
[2] *Ibid.*, c. 145.
[3] *Ibid.*, c. 166.
[4] See p. 128.
[5] See p. 116.

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On 11th November, 1867.—20 acres 2 roods 29 poles of ground on the west and north sides of the Kelvin, from the University of Glasgow; price, £19,966 2s.

The Hutchesontown bridge, which was founded on 18th August, 1829, and opened for traffic in the following year, having become insecure, was closed on 20th January, 1868, and a wooden accommodation bridge, to serve the public requirements till the permanent bridge could be provided, was erected on the west of the old structure.

Under powers conferred upon the council as improvement trustees, by their act of 1866,[1] to expend a sum not exceding £40,000 in acquiring and laying out of a public park for the inhabitants of the north-eastern district of the city, they, at Martinmas, 1868, purchased from Mr. Walter Stewart, of Haghill, at the price of £25,664 1s. 3d., 87 acres 2 roods of the lands of Wester Kennyhill, extending from the Monkland Canal to the Cumbernauld Road. Upon the lands so acquired were the buildings of an old distillery. These, with an old boundary road, cost £2,320. During the years 1867 and 1868—which were years of great depression in trade and much distress among operatives—large numbers of the unemployed were engaged in laying out the park. Eleven acres of these lands were reserved for feuing purposes, and the public park, afterwards named the Alexandra Park, containing about 79 acres, was formed on the remainder. Of the eleven acres thus reserved three were afterwards sold to the improvement trustees, and upon portions of these streets have been formed.

In 1867 a joint committee of the corporation, the police board, and the Clyde Trustees instructed Mr. Bateman and Mr. Bazalgette, C.E., London, to report as to the purification of the river and the disposal of the sewage discharged into it, and on 20th July, 1868, they reported exhaustively on the subject. The scheme which they suggested proposed the interception of the sewage of the higher, middle, and lower levels of the city, and its conveyance to a pumping station at Pollokshields, in a circular outfall conduit, 9 feet in diameter, to a point on the Ayrshire coast, about midway between Saltcoats and Troon. Between Ayr and Saltcoats, and especially between Troon and Irvine, there were, they reported, several thousands of acres of sandy land, over which the sewage might be distributed, with the result of greatly improving their value, and, at the same time, of depriving it of all objectionable character before being discharged into the sea. They, however, indicated that a portion of the intercepted sewage might be applied by farmers and others to land along the route of the sewer between the city and the coast. They estimated that the cost of this scheme, including interest on the cost of the works during construction, would be £1,253,256, and, assuming that no portion of the sewage was utilised and made financially productive before being discharged into the sea, the annual charge for working and interest would be £55,000, equivalent to an assessment on the then rental of the city of 5½d. per pound. After full consideration the scheme thus recommended was not proceeded with.

On 13th July, 1868, a public act of parliament was passed, which—after referring to the act 23 and 24 Victoria, c. 105, and 28 and 29 Victoria, c. 84, as to the

[1] See *antea*, p. 153.

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administration of the general prison at Perth, and of local prisons in Scotland, and to the necessity, for the convenience and efficient management of the prisons in Lanarkshire, that the county should be divided into districts for the purposes of these acts, and of such provisions of other acts as were applicable to the prisons and prison board of that county—divided Lanarkshire into two districts. The northern district comprehended the lower ward, with its burghs, and the southern comprehended the middle and upper wards, with the burghs in it. For each of these districts a prison board was appointed to be elected, and each district was ordained to be deemed a separate county for the purposes of the recited acts. The board of the southern district was appointed to pay to the board of the northern district, for the improvement of the prison of Glasgow, £13,926 8s. On a narrative, moreover, of the act 20 and 21 Victoria, c. 71, either of the district prison boards was empowered to apply at any time to the general board of commissioners in lunacy, to divide Lanarkshire for the purposes of the last-mentioned act into the same districts as those into which it was by this act divided for prison purposes.[1]

On the same day an act was passed, which, after referring to the acts 6 and 7 William IV., c. 24, and 19 and 20 Victoria, c. 35, and setting forth that the court-houses, halls, and other buildings thereby authorised to be erected had been found to be inadequate, and that additional accommodation was needed, authorised the court-houses commissioners to erect such other court-houses, halls, offices, &c., as were necessary, and to alter and improve their existing buildings, so as to make the whole suitable for the purposes required; and also to maintain and regulate these buildings. It also authorised the levying of an annual assessment of one penny per pound on the annual rent of lands and heritages within the municipal and parliamentary boundaries and extended royalty of the city, and within the lower ward of the county of Lanark, including the burgh of Rutherglen. Power to borrow £30,000 for the purposes of the act was also conferred, and a sinking fund was appointed to be established.[2]

On the same day, an act authorised the Clyde trustees to construct what is now known as "No. 1 Graving Dock," on the south side of the river, and the quay or wharf now known as "Yorkhill Wharf," with river walls, streets, and other works. It also increased the borrowing powers of the trustees to £2,600,000.[3]

The rapid extension of the city, and the existence of a large population, essentially urban in its character, beyond its parliamentary boundaries as fixed in 1833, satisfied the government (of Mr. Disraeli) in 1868 of the propriety of extending these boundaries. A clause was accordingly proposed

[1] 31 and 32 Victoria, c. 50. The Prisons (Scotland) Administration (Lanarkshire) Amendment Act, 1868.

[2] 31 and 32 Victoria, c. 89. The Glasgow Court-houses Amendment Act, 1868.

[3] *Ibid.*, c. 124. The Clyde Navigation (Amendment) Act, 1868.

At this time Mr. Deas states the water area of the harbour was 70 acres, the length of the quayage was 5,604 yards, and the gross annual revenue £143,840 [Engineering Review, 21st January, 1895].

The dock thus authorised to be constructed was begun in 1869 and opened in 1875.

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to be introduced into the Scotch Reform Bill of that year to include the suburban districts and make provision for further extensions. The proposal was strongly opposed, however, principally on political party grounds, and the clause was rejected by the House of Commons by a majority of *five*. When the bill went to the House of Lords, attempts were made, both in committee and on third reading, to reverse the decision of the Commons. This attempt was strongly supported by Lord Redesdale, the chairman of committees, whose great official experience made him intimately acquainted with the practical inconveniences and injustice of allowing what were unquestionably outgrowths of the city—parts of one great residential and industrial community—to maintain a factitious independence. The Lords, however, rejected the amendment, the government stating that, at the advanced period of the session at which they had arrived, they were unwilling to have any conflict with the Commons which might endanger the passing of their measure.

On 8th October the foundation stone of the new college buildings at Gilmorehill —preparation for which had been commenced in March, 1867—was laid by the Prince of Wales, who was accompanied by the Princess of Wales, and by Prince John of Glücksburg. At this time His Royal Highness accepted the freedom of the city.[1]

In the following month the first parliamentary election under the Scotch Reform Act of 1868 took place. Under it six additional members were assigned to Scotland, and of these one was conferred on Glasgow, giving it three representatives, while one was assigned to the universities of Glasgow and Aberdeen. Prior to the passing of this act the parliamentary constituency of the city numbered 18,361, but under the provisions of that act the constituency was increased to 47,854.

The average daily supply of water to the city during this year was, from Loch Katrine, 22,100,000 gallons; and from Gorbals Gravitation Works, 3,730,000 gallons; or, in all, 25,830,000 gallons.

Between 1864 and 1868 public sewers were constructed of the length of 12,209 lineal yards or 7 miles.

The gross rental of the city for 1867-68 was £1,913,595.

[1] To meet the cost of this great undertaking, the University authorities had originally £138,000. Of this sum £21,400 was contributed by the Government, conditional upon £24,000 being raised by public subscription.

The University buildings are rectangular in form—540 feet long by 300 feet broad. Intersecting the building are the Bute and Randolph Halls—the cost of the former having been contributed by the late Marquis of Bute, and of the latter by the late Mr. Chas. Randolph. The lodge and gateway originally formed part of the entrance to the old College building, but was removed, re-erected, and presented to the University by the late Sir William Pearce.

It may be interesting to notice that the lands of Gilmorehill, on part of which the university buildings are situated, were acquired by Mr. Robert Bogle, Jun., in 1800-1803 for £8,500, while in 1865 the university authorities had to pay £81,000 for the land, without any buildings save the mansion-house erected in 1802.

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On 14th May, 1869, the district of Hillhead, situated between the burghs of Maryhill and Partick, and extending westward from the parliamentary and municipal boundaries of Glasgow to a distance of about three-quarters of a mile, was constituted a police burgh under the General Police Act of 1862. It contained an area of about 129 imperial acres. This district was purely residential in its character, and was mainly inhabited by persons in business in Glasgow. The Glasgow Academy and Queen Margaret's College were situated within it, and Hillhead derived its water and gas supplies, and also its tramway accommodation from the city, though free to use the gas supplied by the Partick, Hillhead, and Maryhill Gas Company. The undertaking of that company was, however, subsequently acquired by the city.

In this year the desirability of having the lighting of the city and its suburbs vested in the magistrates and council, induced that body to open negotiations with the two gas companies for the acquisition of their works, and these were conducted with such success that in the end of that year a bill was promoted to authorise the proposed transfer. This act received the royal assent on 24th June, 1869, and transferred to the corporation, as at 31st May, 1869, the whole undertaking of the Glasgow Gas Light Company, and as at 30th June, 1869, the whole undertaking of the City and Suburban Gas Company, subject to an obligation to fulfil the statutory obligations of the companies; to implement their liabilities, and also to pay the perpetual annuities after-mentioned to their shareholders. These annuities consisted as regarded the Glasgow Gas Light Company (1) of £13,500 to the shareholders, at the rate of nine per cent. on the value of the shares created prior to the company's act of 1857, amounting to £150,000; and (2) of annuities of £4,387 10s. to the shareholders, at the rate of £6 15s. per cent. on £65,000 of stock created and issued subsequent to the passing of the act of 1857. As regarded the City and Suburban Gas Company, the annuities consisted (1) of £13,500 to the shareholders, at the rate of nine per cent. on the value of the shares created prior to the company's Act, 1857, amounting to £150,000; and (2) of annuities of £3,375 to the shareholders, at the rate of £6 15s. per cent. on £50,000 of stock created and issued subsequent to the passing of that act. The aggregate annuities thus payable were appointed to be called "Glasgow Corporation Gas Annuities," and in order to secure payment of these the corporation were empowered, in the event of any deficiency of funds arising, to levy from the occupiers of all lands and heritages in the parliamentary and municipal boundaries a gas guarantee rate not exceeding sixpence per pound on the rental. Borrowing powers to the amount of £1,000,000 were conferred upon the Corporation, and a sinking fund of not less than one per cent. on the sums borrowed was appointed to be established.[1]

In 1866 the cleansing of private streets and courts of the city was taken over by the police board, and in 1868 the cleansing department was instituted on its present basis, and a superintendent was appointed. That officer is responsible for the cleansing of the city, the general efficiency of the department, and the good conduct of the persons appointed by him. Since the inception of the cleansing department

[1] 32 and 33 Victoria, c. 58. The Glasgow Corporation Gas Act, 1869.

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there has been steady progress in development and improvement, both of organisation and methods.[1]

In 1869 acts of parliament (1) reciting 46 George III., c. 75, and 7 and 8 George IV., c. 87, vested the Glasgow, Paisley, and Johnstone Canal in the Glasgow and South-Western Railway Company, &c.[2]; (2) conferred further powers on the City of Glasgow Union Railway Company, the Glasgow and South-Western Railway Company, and the North British Railway Company[3]; and (3) provided for the improvement and completion by the Caledonian and Glasgow and South-Western Railway Company of a direct line of railway communication between Glasgow and Kilmarnock, *via* Crofthead; vested the authorised line in these companies; and authorised the abandonment of the Kilmarnock direct railway, &c.[4]

The gross rental of the city for 1868-69 was £1,986,911.

In 1869 the total strength of the police force of the city was 813 men, an increase of 95 over that in 1864; and its cost for pay and clothing was £51,713 2s. 8d., an increase of £9,867 15s. 9d. over that in 1864.

The foundation, or rather the memorial, stone of the new Hutchesontown bridge, which was designed by Messrs. Bell & Miller, C.E., was laid with masonic honours by the Earl of Dalhousie, Grand Master Mason of Scotland, assisted by the Grand Lodge, on 3rd June, 1870.

On 20th June, 1870, an act[5] reciting 4 and 5 Victoria, c. 36, and 29 and 30 Victoria, c. 66, and referring to certain public acts which had been passed since the first recited act became law, and under which reformatory schools and industrial schools had been established in Glasgow and its vicinity for objects similar to those for which the houses of refuge were sanctioned by the first recited act—set forth the expediency of all reformatory and industrial schools established, or to be established, in or near the city, and certified under the provisions of these public acts, being allowed to participate in the proceeds of the assessments authorised by the two first-mentioned acts. It therefore (1) empowered the juvenile delinquency commissioners to apply to a specified extent the proceeds of assessments imposed by them in aiding the reformatory and industrial schools established in the city and royalty, or within 10 miles thereof, or in any training ship moored in the Clyde, or any loch adjacent thereto; (2) provided that any surplus of assessment, after providing for the purpose to which it was authorised to be applied, might be applied by the commissioners to the general purposes of the houses of refuge, or reformatory schools, or industrial schools, other than the maintenance of the youthful inmates, as the circumstances appeared to the commissioners to require; (3) extended

[1] Detailed information as to the collection, removal, and treatment of domestic and street refuse, and as to the cleansing system in operation in Glasgow, will be found in Appendix B[1].

[2] 32 and 33 Victoria, c. 48.

[3] *Ibid.*, c. 81.

[4] *Ibid.*, c 98.

The line thus authorised commences at Gorbals, and terminates at Kilmarnock. It is joined by the Caledonian line at Langside junction and Strathbungo, and by the Glasgow and South-Western line at Gorbals and Kilmarnock.

[5] 33 and 34 Victoria, c. 42. The Glasgow Juvenile Delinquency Repression Acts (Amendment Act) 1870.

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the power conferred on the secretary of state by the 42nd section of the Industrial Schools Act, 1866, so as to authorise him to transfer to a certified industrial school any inmate of the houses of refuge who had not been sentenced to detention therein under the Reformatory Schools Act, 1866, and appointed the person so transferred to be, after the transfer, deemed subject in all respect to the provisions of the Industrials Schools Act, 1866, the whole period of his detention not to be increased, however, by such transfer.

On the same day an act was passed empowering the Clyde trustees to construct and maintain (1) a dock or tidal basin, quay or wharf, road or street, and tramway on the north side of the river and harbour; to levy rates or tolls for the use thereof; and to abandon the construction of the wet dock or tidal basin at Stobcross, with the quays, wharfs, and other works; to confirm agreements with the North British Railway; to empower the trustees to subscribe £150,000 for the construction of the Stobcross Railway; and to increase their borrowing powers to £3,200,000.[1]

This act conferred powers on the Clyde trustees to carry into effect an arrangement made with the Edinburgh and Glasgow Railway Company under the following circumstances:—In 1846 the trustees acquired 35 acres of land at Stobcross, and, as has been mentioned (p. 116), obtained parliamentary powers to form a dock and other works upon it. These powers were not, however, exercised in 1864, when parliamentary powers were conferred on the trustees and the Edinburgh and Glasgow Railway Company to form a branch line from their Helensburgh railway to a station north of the proposed dock. It became necessary, in consequence, to alter the arrangements sanctioned in 1846, and, as the result of negotiations with the railway company, this act authorised the proposed line to be diverted northwards, and empowered the Clyde trustees to extend their dock, and to lend the railway company £150,000 towards meeting the cost of the railway. The construction of the dock was commenced in August, 1872.

[1] 33 and 34 Victoria, c. 54. The Clyde Navigation (Stobcross Dock) Act, 1870. Under the powers conferred by this act (1) The tidal dock known first as Stobcross Dock, but now as "Queen's Dock," has been constructed on the old lands of Stobcross, on the north side of the river. It has a water area of 33¾ acres, with 20-feet depth at low water. The quayage area is 26⅔ acres, and the quays are 3,334 yards, or 1·9 miles in length. It comprises three basins—the north, 1,866 feet wide, with a quay between them 195 feet broad; and an outer basin, 1,000 feet long and 695 feet wide at its widest part. The dock is approached by an entrance 100 feet wide, which is crossed by a swing bridge capable of carrying a rolling load of 60 tons on any part of its roadway. The dock was begun in 1872, and completed in 1880; (2) Stobcross Quay, which is a continuation of Finnieston Quay, on the north side of the river, was completed in 1882, and the Plantation Quay, on the opposite side, was completed in 1874.

It may be here noticed as a curious fact that the revenue of the Clyde Navigation Trust in each of the three periods of 1844, 1857, and 1870—thirteen years between each—doubled each other. Thus the revenue for this year (£164,093) was double that of 1857 (£82,797), and the latter again was double that of 1844.

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This act also conferred powers on the trustees to construct (1) a tidal dock on the lands of Cessnock, on the south side of the river and within the burgh of Govan; (2) a continuation of Finnieston quay on the north side of the river, known as Stobcross quay; and (3) Plantation quay, on the south side of the river. The Plantation quay was completed in 1874, and Stobcross quay in 1882.

Another act authorised certain alterations to be made on the Stobcross railway, and the execution of other works; and conferred powers on the Clyde trustees and others with reference to the Stobcross undertaking.[1]

In the parliamentary session of 1869-70 two London syndicates promoted each a bill seeking powers to establish tramways in the city. These bills were, however, opposed by the town council, and an arrangement was come to under which the two bills were amalgamated and became law on 10th August. It incorporated a company, under the name of "The Glasgow Street Tramways Company," to lay down tramways on the streets of the city, to be worked by animal power only, reserving to the public the use of every part of the streets on which the tramways were authorised to be laid. The tolls to be levied from passengers on their tramways were restricted to one penny per mile; cheap fares for the labouring classes were prescribed; and the magistrates were empowered to make and enforce rules and regulations, and to grant such licences with respect to the carriages, carriage drivers, conductors, &c., as they were for the time being entitled to make, enforce, and grant with respect to hackney carriages and drivers, &c.[2] By an agreement between the town council and the promoters of this act, however, dated 30th June, 1870, it was arranged that the council might, within six months after the passing of the act, intimate to the company its desire to be substituted in their place, and on such intimation, and on payment of the expense to which the company had been put in obtaining the act—not exceeding £6,000—the company should transfer the tramways to the town council in the manner prescribed, and thereupon the council should have all the powers conferred by the act on the company as to the construction, maintenance, use, and working of the tramways. Under the arrangement thus come to, the council made the intimation, and fulfilled the other conditions thereby required, and thereupon became substituted for the company. They accordingly constructed several of the tramways authorised by this act.

The total cost of the works for the supply of the city and adjoining districts with water down to this time was £1,677,352. This included the expense of acquiring the Gorbals Gravitation Supply Works and the works of the Glasgow Water Company afterwards abandoned. The revenue of the year was £111,486, and the total expenditure, including interest and annuities, was £93,966.

In 1870 the first steam fire engine was introduced into Glasgow.

[1] 33 and 34 Victoria, c. 104.

[2] 33 and 34 Victoria, c. 175. The Glasgow Street Tramways Act, 1870.

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In this year also the town council promoted a bill to enlarge the municipal and police boundaries of the city so as to include Maryhill, Partick, Govan, and Hillhead, and those districts around the city in Lanarkshire and Renfrewshire over which an urban population was rapidly extending. But it was opposed by both counties for financial reasons, and by the suburban police burghs, which latter the bill, if passed, would have merged in Glasgow. The member for Renfrewshire was then Home Secretary, and as he threw his personal and official influence into the scale in favour of the counties, the bill was rejected by a majority of 40—102 members voting for the second reading, and 142 against it. This rejection enabled the suburbs of the city, as will be afterwards seen, to be split up into a number of police burghs.

On 8th September the park, which the Glasgow Improvement trustees were authorised, by the act of 1866, to acquire and make,[1] was formally opened and named "The Alexandra Park."

On 28th July the last meetings of the University were held in the old College buildings, and on 7th November the new College buildings at Gilmorehill were opened by the chancellor, the then Duke of Montrose.

In this year the town council, as parks trustees, converted Kelvingrove House into a museum.

The gross rental of the city for 1869-70 was £2,055,388.

In this year 652 men and 140 horses were employed in the cleansing department of the city; the net cost of the department was £13,422; the capital expenditure was £22,984; and the material dealt with was 164,764 tons. The total cost of this department was £23,895 14s. 9d.

During this year 294 men were employed in lighting the city; the total number of lamps was 10,657, of which 7,483 were public, and 3,174 were private; and the total quantity of gas consumed was 81,358,500 cubic feet. The total cost of this department was £29,246 5s. 2d.

During this year there were built for mercantile purposes at Glasgow 29 sailing vessels, of 22,077 tonnage, and 80 steam vessels, of 60,189 tonnage. Total, 109 vessels, of 82,264 tonnage.

In May, 1871, the town council entered into an agreement with certain parties, under which the former undertook to make the tramways authorised by the Glasgow Street Tramways Act, 1870, in such sections, and at such times, as they deemed proper, and to lease them for twenty-three years, after 1st July, 1871, to a limited liability company, to be called the Glasgow Tramway and Omnibus Company, Limited. The company were to maintain and, so far as necessary, to renew the tramways during the lease; to maintain and, so far as necessary, to renew the roadway between the tramways and for eighteen inches beyond the outside of the rails; to construct and maintain the carriages to the satisfaction of the council; and to make the several payments therein specified.

After the gas supply of the city and its suburbs had passed into the hands of the town council, the necessity for providing new and improved gas-works, and discontinuing and disposing of the works at Townhead, in the vicinity of Rottenrow, induced it, in 1870, to promote an act to enable these objects to be

[1] Page 153.

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effected. That act received the royal assent on 25th May, 1871. Under its powers the Dawsholm gas works at Maryhill were established in 1873, and the Townhead works were abandoned, the materials sold, and the site—which extended to 22,488 square yards of ground—was acquired by the Glasgow improvements trustees, in 1878, at the price of £31,624 17s. 10d.[1]

On 25th May of the same year an act empowered the markets and slaughter-houses trustees to borrow £40,000, in addition to the £60,000 authorised by the act 28 and 29 Victoria, c. 63.[2]

The Portland Street suspension bridge was closed during the previous year for the execution upon it of repairs, but, while these were in progress, such grave defects were discovered as to render it necessary almost to reconstruct the bridge. With the exception of the stone piers or towers, it had to be practically renewed and otherwise greatly improved, and was opened for traffic on 6th June of this year.

On 21st June, 1871, the new Hutchesontown bridge, having been completed, was opened for traffic. It consists of three cast-iron arches, with granite piers, erected in cast-iron cylinders sunk to the rock at a depth of 90 feet. It cost about £56,000, and was named the Albert Bridge, after the Prince Consort. It connects Crown Street, Hutchesontown, with the north side of the city by the line of Saltmarket.

The transference of the University to Gilmorehill, in 1870, necessitated the erection of a new infirmary in proximity to it, and 13 acres 2 roods 37 poles of the lands conveyed to the city in 1867 were re-acquired on 29th June, 1871, and the Western Infirmary was built thereon. Towards the cost of the proposed building the University contributed £30,000, and this having been supplemented by public subscriptions, the building of the Infirmary was commenced in March, and the foundation-stone was laid in August, 1871. At the same time the town council purchased from the college authorities, at the price of £25,000, the lands of Over and Nether Newton and Clayslaps, extending to 7 acres 3 roods and $37\frac{47}{100}$ poles, which had been acquired by them from the incorporation of bakers in 1865. These latter lands were subsequently transferred by the council to the parks trustees, in terms of the Public Parks Act of 1878.

On the same day an act extended the time limited for compulsory purchase of lands by the Glasgow Improvement Act, 1866, from five to ten years.[3]

An act also empowered the North British Railway Company to make certain deviations in the railway and works authorised with reference to the Stobcross undertaking.[4]

On 13th July an act incorporated a company called "The Vale of Clyde Tramway Company," and empowered it to make tramways from Glasgow to Paisley, Johnstone, and Govan, and from Port-Glasgow to Greenock and Gourock. Several were to be so constructed and maintained as to be used by waggons and other vehicles in ordinary use upon railways for the conveyance of goods and mineral traffic, and to be drawn by animal power only; power was also conferred, under certain

[1] 34 and 35 Victoria, c. 35. The Glasgow Corporation Gas Act, 1871.

[2] *Ibid.*, c. 36.

[3] 34 and 35 Victoria, c. 74.

[4] *Ibid.*, c. 106.

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conditions, to connect these tramways with specified railways, and with shipbuilding yards and works; and the town council were authorised, on giving notice of their intention within six months after the passing of the act, to acquire two of the authorised tramways on the conditions therein set forth.[1] In virtue of that provision the town council acquired the right to construct, maintain, and use the two tramways referred to, and they were opened for traffic on 16th December, 1872.

On the same day an act conferred further powers on the City of Glasgow Union Railway Company and the Glasgow and South-Western Railway Company, &c.[2]

On 14th August a public statute determined the boundaries of the barony and regality of Glasgow for purposes of the registration of title deeds.[3]

On the same day a memorial fountain was erected in the West-End Park to commemorate the introduction into the city of the water supply from Loch Katrine, and the services of Lord Provost Stewart in connection with that supply.

In this year two applications were made to the Sheriff of Renfrewshire under the General Police and Improvement (Scotland) Act, 1862, to constitute portions of the suburbs of Glasgow police burghs—the first by persons resident in the district of Crosshill, a short distance to the south of the city, and extending only to 82 acres; and the second by persons resident in the district known as Kinning Park, extending only to 108 acres, situated between Glasgow on the east and Govan on the west and north. Both applications were opposed by the town council of Glasgow, and other landlords, but the sheriff held that he had no authority to judge as to the question of public policy, and that his statutory duty was simply to fix the boundaries of the proposed burghs. An appeal was then taken to the Home Secretary, but he held that the statute gave no right of objection or appeal on the question of policy. On 7th September, accordingly, the district of Crosshill was constituted a police burgh. It also was dependent on Glasgow for its supply of water and gas. The burgh thus formed was interjected between the city and an estate situated immediately to the south, which had been acquired in 1857 by the town council, at the price of £30,000, and laid out as a public park, known as the Queen's Park.

On the 28th of September, Kinning Park was constituted a police burgh. This burgh was policed by the county of Renfrew, having no separate force of its own, but deriving its supply of water and gas from Glasgow.

On 16th and 17th November, a lease was entered into between the town council, as a corporation, and as acting under the Glasgow Street Tramways Act, 1870, of the first part, and the Glasgow Tramway and Omnibus Company, Limited, of the second part. It referred to heads of agreement between the first party and certain other parties, dated 15th, 20th, and 25th May, 1871, under which the first party undertook to grant the lease subject to the several conditions therein set forth, and, in implement of that agreement, the council leased to the company for twenty-three years,

[1] 34 and 35 Victoria, c. 108. The Vale of Clyde Tramways Act, 1871.

[2] 34 and 35 Victoria, c. 126.

[3] *Ibid.*, c. 68.

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after 1st July, 1871, the whole tramways authorised by that act to be formed, with the sole right to use thereon carriages with flange wheels, or wheels specially adapted to run on a grooved rail. By the heads of agreement and lease, the council agreed to make the tramways upon the financial conditions set forth in both documents, and the company undertook to maintain the tramways and roadway between the tramways, and to hand over the same at the end of the lease in good working condition. The company were authorised to exercise all the powers conferred by the act on lessees, and were taken bound to work the tramways fairly and impartially to the community, and not to prejudice the rights of the council. Thereafter the town council formed such of the tramway lines authorised by the act as were agreed upon with their lessees, and the latter equipped and worked the tramways so constructed, and fulfilled the various obligations imposed on them by the act and lease.

During this year two new manual fire engines were provided.

The gross rental of the city for 1870-1 was £2,126,324.

In 1871 there were attached to the central station five effective manual engines, and one steam engine which was estimated to do as much work as all the manuals, throwing nearly 400 gallons of water per minute to a height of 180 feet. There were also two hose and ladder carriages, and two hand reels which might be used when the engines were not required. At all times eight horses were stabled on the premises, and two drivers were accommodated in a sleeping apartment above the stable. Communicating directly with the residences of the eight men and two assistant superintendents who formed the permanent staff of the establishment were bells, which were immediately rung by the man on duty when an alarm of fire reached the station, and these men were speedily in attendance. When, however, it was necessary to call out the whole force, which numbered thirty men, a drum was beaten at the station door, and men sufficient to man the first two engines usually made their appearance. Those who subsequently came in followed the engines as speedily as possible. Firemen were divided into two classes, the first known as "branchmen," whose duty it was to penetrate into the interior of a burning building and direct the stream of water from the hose upon the burning elements, and the second class was composed of firemen or linesmen, who laid out the hose, saw that the engines were worked by citizens when required, and wrought generally in assisting to extinguish the fire, and in seeing to the removal of goods to a place of safety.

To each of the five districts into which the city was divided—viz., the

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north, south, east, west, and St. Rollox districts—seven branchmen and firemen were attached, and one engine, one horse and one hand reel were stationed. Over the firemen was a foreman, usually a police constable, whose beat was in the vicinity of the station to which the engine was attached. No horses were kept at these stations, but had to be provided by carters and others in the neighbourhood.

There were no fire-escapes in the city at this time.

The population of the city at this decennial period was 492,000, an increase of 88,858 over that of 1861. Its rental for the year was £2,226,465, an increase of £560,129 over that of 1861.

The revenue of the Clyde trust was £164,188, an increase of £58,419 9s. over that of 1861.

The revenue collected at the customs' office was £999,572, an increase of £75,067 over that of 1866.

The number and tonnage of ships belonging to Glasgow registered at the port was 895 ships, and the tonnage 433,016, an increase since 1866 of 88 ships and 100,663 of tonnage.

The number and tonnage of the ships which arrived at the harbour was as follows:—Sailing ships, 3087; tonnage, 461,009; steam vessels, 12,713; tonnage, 1,588,699—total, 15,800 ships; 2,049,708 tonnage; a decrease since 1866 of 925 vessels, but an increase of tonnage of 185,508 tons.

On 13th May, 1872, an act recited the acts 6 and 7 William IV., c. 24; 19 and 20 Victoria, c. 35; and 31 and 32 Victoria, c. 89, set forth that the Court Houses Commissioners had erected court houses, offices, and other buildings, and had borrowed the £30,000 thereby sanctioned. It authorised £30,000 additional to be borrowed for the purposes of these acts, and confirmed an agreement, dated 15th and 16th March, 1872, which provided (1) that the city should bear exclusively the proportion of the expenditure applicable to the accommodation afforded for purely municipal purposes, under deduction of the value of the accommodation previously occupied by it, but to be afterwards occupied by the sheriff court and justice of peace court, and their respective officials; and (2) that the city and lower ward, including Rutherglen, should bear the remainder of the total expenditure according to their several valuations.[1]

Acts were also passed (1) for enlarging the powers of the Royal Incorporation of Hutchesons' Hospital, and for regulating its management, and that of the mortifications connected with it;[2] and (2) for uniting and continuing the term of the Glasgow and Renfrew Bridge, and the Glasgow and Three-mile House Turnpike Road trusts, and appointing a new body of trustees, &c.[3]

On 27th June the Glasgow Municipal Act, 1872, was passed. It

[1] 35 and 36 Victoria, c. 6. The Glasgow Court Houses Amendment Act, 1872.

[2] 35 and 36 Victoria, c. 20.

[3] *Ibid.*, c. 25.

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extended the boundaries of the municipality over (1) lands and territory within the ancient royalty not previously included, embracing Springburn and adjacent lands and places, Broomhill, Port-Dundas, Hundredacrehill, Keppochhill, Cowlairs, and others; (2) the lands and territory of Wester Kennyhill, then formed into the public park called Alexandra Park; and (3) the lands and territory of Gilmorehill, Donaldshill, and others, including part of the public park called Kelvingrove Park, and the College of Glasgow, with the hospital and grounds attached, known as the Western Infirmary. It extended over these annexed areas the jurisdiction of the magistrates and council and dean of guild, as municipal authorities, water commissioners, markets commissioners, and improvement trustees, parks trustees, markets and slaughter-houses trustees, and gas trustees; terminated all subordinate and separate jurisdictions over the annexed areas, but reserved the jurisdiction of the justices of the peace of Lanarkshire and Renfrewshire; extended the provisions of the Police Act, 1866 over the whole city as thus enlarged; extended the limits of compulsory water supply over the whole extended city; increased the borrowing powers of the board of police from £140,000 to £250,000, and from £60,000 to £120,000; and regulated the office of the town-clerk.[1] By this act the municipal boundaries of the city were extended beyond its parliamentary boundaries by the addition of Springburn and other areas.

Acts also (1) conferred further powers on the City of Glasgow Union Railway Company and the Glasgow and South-Western Railway Company;[2] (2) on 18th July, empowered the town council to borrow £200,000 for the construction of tramways in the city and its neighbourhood;[3] (3) authorised a connection to be formed between the Glasgow and Kilmarnock Joint Line of Railway and the City of Glasgow Union Railway Company;[4] and (4) on 10th August, incorporated a company known as "The Glasgow, Bothwell, Hamilton, and Wishaw Tramways Company," and empowered them to make tramways from Glasgow to Bothwell and Hamilton, with a branch to Motherwell and Wishaw, subject to the proviso that the corporation might, under specified conditions, have two of the tramways therein specified transferred to it, to be constructed, maintained, and used as part of the Glasgow tramways system.[5] The tramways authorised by this act communicated with the tramways of the corporation, leased by the Glasgow Tramways Company, and the act confirmed an

[1] 35 and 36 Victoria, c. 41. The Glasgow Municipal Act, 1872.

[2] *Ibid.*, c. 115.

[3] *Ibid.*, c. 121. The Glasgow Corporation Tramways Act, 1872.

[4] 35 and 36 Victoria, c. 138.

[5] *Ibid.*, c. 198. The Glasgow, Bothwell, Hamilton, and Wishaw Tramways Act, 1872.

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agreement between the two companies under which the Glasgow Company agreed to work the tramways of the Glasgow, Bothwell, &c., Company, on the terms and conditions therein specified. The two tramways above referred to were accordingly taken over by the corporation, and were constructed and opened for traffic as part of the Glasgow system.

The first tramway line constructed under the powers of the act of 1870—extending from St. George's Cross to Eglinton Street—was opened on 19th August, and by the close of the year about nine miles of tramway had been completed and opened for traffic.

In this year the trade and commerce of the country had an unprecedented extension, which culminated in the early part of the following year. The building of sailing ships greatly decreased, while steam vessels of large tonnage could not be supplied fast enough to meet the demand. During this period of inflation sufficient quay accommodation could not be provided with sufficient rapidity, and ships having to be fitted out had to wait for weeks to obtain crane berth. To meet these requirements the Clyde trustees, in July, acquired, at a cost of £90,660, the Clyde shipbuilding yard, on the south of the harbour, 23,122 square yards in extent, with a frontage to the river of 145 lineal yards. This enabled the quayage to be extended continuously from Glasgow Bridge to Govan, a length of 3,522 yards, or 2 miles 2 yards, without a break, save the entrance to Kingston Dock.

Two new gas-holders, each with a storage capacity of 1,250,000 feet, and new purifiers were constructed at Dalmarnock. A new retort-house was also constructed at Tradeston works.

Two steam fire-engines were also got during this year.

The gross rental of the city for 1872-3 was £2,338,743.

In January, 1873, the fire department was provided with horses.

On 26th May an act extended, till 30th September, 1880, the time allowed by the act of 1866 for the construction of the river supply works authorised by the act of 1866, except such portion of them as was thereby authorised to be abandoned; made further provision for the prevention of waste and misuse of water; sanctioned the supply of water by measure; and authorised the cutting off of water when the apparatus in any house or premises was defective.[1]

On the same day an act, referring to 29 and 30 Victoria, c. 273, 35 and 36 Victoria, c. 41, the Glasgow Police Act, 1866, the Glasgow Municipal Act, 1872, and the Glasgow Police Act, 1873, authorised the police board to effect street improvements, but conferred no powers of compulsory purchase of property for that object. The board were, nevertheless, enabled to effect a number of important and beneficial operations. But farther improvements became necessary

[1] 36 and 37 Victoria, c 36. The Amendment Act, 1873.
Glasgow Corporation Water Works

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after a time, and, with a view to these, increased powers were required, and were conferred by this act. To meet the cost of these, the board were empowered to borrow £250,000.[1] Under it also they were enabled to widen and divert fourteen streets, to make ten new streets, and to effect other improvements.

Another act authorised the formation of a new road or street in substitution for a portion of the Aitkenhead Road in the parish of Govan; for discontinuing that portion as a public thoroughfare, &c.[2]

On 7th July, an act authorised the Clyde trustees to construct a graving dock, quay, or wharf, river wall, road, and other works on the south side of the river and harbour, and also quays or wharfs, river wall, and other works on the north side; to levy rates; to stop up portions of certain roads or streets; to abandon the construction of certain works authorised by the Clyde Act of 1868; and to increase the borrowing powers of the trustees to £3,700,000.[3]

This act also referred to the Glasgow Corporation Water-works Act of 1866, which provided that the dam or weir across the Clyde should be taken down by the water commissioners after the water supply works thereby authorised were completed, but that till such completion the weir and lock should be maintained by the Clyde trustees, and set forth that, though the time allowed by that act for completing the works would expire on 6th August, 1873, the works had not been completed, and that an extension of the time was to be sought till 26th May, 1877. It therefore provided that, if the dam or weir were not removed within five years, the trustees should be relieved from all obligations imposed on them by the act of 1866 with respect to the maintenance and removal of the dam or weir, and that all liabilities connected therewith should be transferred to and borne by the commissioners.

Stobcross Slip Docks, having a river frontage of 180 lineal yards, and an area of 8,470 yards, and Lancefield Dock, with a frontage of 84 lineal yards, and an area of 2,456 square yards, were thereafter acquired, the former at a cost of £87,500, and the latter at a cost of £35,000. In part of the former a wharf was erected, and in front of the latter a quay wall.[4]

To enable the river, between Linthouse and Renfrew on the south side, and between Scotstoun to the east march of Elderslie on the north side, to be widened, 83,000 square yards, or fully 17 acres, of land were acquired, at a cost of £23,500. The width of the river between these points is now 515 feet from bank to bank.

On 21st July authority was obtained by the corporation to substitute for the "Glasgow Corporation Gas Annuities," created under the gas act of 1869, a capital sum of consolidated stock, with a fixed interest of £4 per cent. per annum, and of an amount sufficient to yield to the holders of the annuities an annual return equal to the annuities to which they were entitled.[5] But this power has not been exercised.

[1] 36 and 37 Victoria, c 38.

[2] *Ibid.*, c. 39.

[3] *Ibid.*, c. 115. The Clyde Navigation Act, 1873.

[4] In 1875 the first public graving dock was completed. It is 555 feet long by 22 feet 10 inches on the sill at high water spring tides.

[5] 36 and 37 Victoria. The Glasgow Corporation Gas Act, 1873.

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Acts were also passed (1) to enable the Caledonian Railway Company to make a station at Gordon Street, and connecting lines between it and their railways on the south side of the city[1]; (2) to confer further powers on the City Union, the Glasgow and South-Western, and North British Railway Companies, &c.[2]; and (3) to authorise *inter alia* the amalgamation of the Glasgow and Milngavie Railway Company with the North British Railway Company.[3]

Between 1869 and the close of 1873, public sewers were constructod of the length of 24,377 lineal yards.

In consequence of the high price of coal at this time, suitable for the production of gas of a sufficient illuminating power for public and private lighting purposes, and of the inability of the corporation to produce it at the maximum price fixed by the statute, it became necessary to apply to the Board of Trade, under the powers of the Gas and Water Works Facilities Act, 1870, Amendment Act, 1873, to amend the Glasgow Corporation Gas Act, 1869, in relation to the maximum price of gas. A provisional order was accordingly obtained on 24th November, 1873, amending section 67 of the act of 1869, and authorising 6s. per 1,000 cubic feet of gas to be substituted for 4s. 7d. per 1,000 feet from 1st December, 1873, till 30th November, 1875, and on 30th June, 1874, an act confirmed that order.[4]

Glasgow had its tolbooth from very early times. The first of which there is knowledge existed in the latter part of the fifteenth century, and stood at the north-western corner of the High Street and Trongate. It served as a prison, as a burgh court, and as a place of meeting for the town council. The head courts of the burgh are referred to as having been held in it in 1477-8-9, and in 1569 a court of the barony and regality is mentioned as having been held in that building. The council records also show that from 1573, when they are preserved, the tolbooth was the regular meeting place of the magistrates and council. The protocol books of the town-clerks and other authentic sources of information also refer to the tolbooth as having been the centre of burghal life and work, before as well as after the Reformation. The lower part of the building appears from an early period to have been occupied by booths, the rents of which formed part of the common good of the burgh.[5] In 1625 arrangements were made to have the old tolbooth replaced by a more modern structure on the same site, and the order to proceed with the work was given on 12th November, 1625.[6] The building, with its steeple, was finished in 1627.[7] In 1736 the town hall, adjoining the tolbooth, was commenced, and was finished in 1740. This hall contained a council chamber and assembly rooms, and the building was surrounded by a piazza, under which, after 1801, shops were placed. In 1814 the building, with the exception of the steeple which still remains, was sold, and the council chambers were removed to Jail Square, where what is now known as the

[1] 36 and 37 Victoria, c. 188.

[2] *Ibid.*, c. 189.

[3] *Ibid.*, c. 209.

[4] 37 and 38 Victoria, c. 17. The Glasgow Corporation Gas Order Confirmation Act, 1874.

[5] Printed Council Records, I., p. 8.

[6] *Ibid.*, p. 351.

[7] Details as to its construction are given in the Preface to the Glasgow Charters, Vol. I., pp. 306-309, 314-5.

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justiciary buildings were erected, on what was part of the Glasgow Green, at a cost of £34,811. The meetings of the council continued to be held there till 1844, when the council chambers were removed to the city and county buildings in Wilson Street, the foundation-stone of which was laid on 18th November, 1842. These buildings, with their site, cost £54,000, and of that sum the county of Lanark contributed a large portion. But the accommodation provided for in these soon proved insufficient to meet the rapidly increasing requirements of the corporation in its various departments, and new council chambers and relative offices were erected at the northern end of the block facing Ingram Street. These were opened on 24th February, 1874, and were occupied for municipal business, while the older building was used exclusively for county purposes, including the judicial establishments of the county. The cost of these municipal buildings was £50,812.

On 15th May portions of Wester Kennyhill, adjoining Alexandra Park, extending to one rood, were acquired by the parks trustees—12 poles from Robert Smith's Trustees, at the price of £975; and 28 poles from Mrs. Stewart or Simpson and others, at the price of £2,000.

In 1874 the Kelvingrove Museum, established in 1870, was enlarged at a cost of about £10,000, which was raised by subscription.

Under the provisions of the Glasgow Bridges Consolidation Act, 1866, the levying of tolls on the bridges of the city was abolished on 11th November.

During this year additional tramways, to the length of about four miles, were constructed and opened for traffic, and further extensions were subsequently proceeded with.

Acts were also passed (1) to confer further powers on the City of Glasgow Union Railway Company;[1] (2) to enable the Caledonian and Glasgow and South-Western Railway Companies to execute certain works, and acquire certain lands in Renfrew and Lanark in connection with the Glasgow and Paisley and Glasgow and Kilmarnock Joint Lines and Branches, &c.;[2] (3) to *inter alia* vest in the Caledonian Railway Company the undertaking of the Busby Railway Company, and to dissolve that company;[3] and (4) to make railways to Bothwell, Hamilton, Coatbridge, and other places in Lanarkshire.[4]

In 1874 the first portion of the Western Infirmary, containing 200 beds, was opened; and in 1879, Mr. Freeland having contributed £40,000 towards the cost of adding a new wing, it was opened on 1st June, 1881. An erysipelas ward was added in 1883; and the total cost of the Infirmary, including the site, pathological buildings, operating theatres, superintendent's house, &c., amounted in 1900 to £208,436 11s.

In this year the College Street Station of the North British Railway was opened for goods and mineral traffic; the Harbour Terminus Railway was opened; and the erection of the Belvidere Hospital was commenced.

The total strength of the police force of the city was 888, an increase of 75 men over that of 1869, and its cost for pay and clothing was £69,996 2s. 5d., an increase of £18,282 19s. 9d. over that in 1869.

[1] 37 and 38 Victoria, c. 61.
[2] *Ibid.*, c. 94.
[3] 37 and 38 Victoria, c. 126.
[4] *Ibid.*, c. 148.

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The gross rental of the city for 1873-4 was £2,504,727.

On 18th May, 1875, 2 roods 20 poles of land, part of Craigpark, were acquired from Mr. Dennistoun's trustees at the price of £400, and were added to the Alexandra Park.

On 14th June, 1875, an act empowered the board of police to make and maintain a new street at Virginia Place, and to confirm an agreement in relation to it.[1]

On 13th August a public act, entitled "an act to authorise the payment out of the consolidated fund of the united kingdom of the salary of an additional sheriff-substitute in Scotland, &c.," empowered the secretary of state, on the application of the magistrates and council of the city, to appoint a stipendiary police magistrate for Glasgow, whose salary should be paid by the police board.[2]

On 29th June an act, after referring to the acts 8 and 9 Victoria, c. 195, and 1 and 2 William IV., c. 43, authorised (1) the Yoker Road, near where it crosses the river Kelvin adjoining the city, to be diverted and improved, and a new bridge over the river to be built; (2) the road trustees to lay down a double line of tramway along the diversion, in substitution for the then existing tramway along the superseded portion of the road; (3) sanctioned the payment of the cost of the diversion and bridge on the terms therein specified; and (4) applied all the provisions of the Yoker Road Act of 1845 to the diversion thus authorised, and all the provisions of the Glasgow Tramways Act to the diverted tramway.[3]

Another act authorised the Caledonian and Glasgow and South-Western Railway Companies to make certain railways in Lanarkshire, and to abandon others in that county and in Ayrshire in connection with their Glasgow and Kilmarnock line, &c.[4]

On 19th July an act empowered the town council (1) to construct additional tramways in the city and suburbs, and (2) to abandon the construction of certain tramways authorised by the tramways act of 1870; (3) extended the time for completing certain of the tramways previously authorised; (4) empowered the council to acquire from the Vale of Clyde Company two of the tramway lines which they were authorised to make; (5) confirmed the lease by the council to the tramways company, dated 16th and 18th November, 1871; (6) authorised the council to lease to the tramways company the tramways authorised by the act to be formed and acquired, subject to all the provisions and conditions of the original lease; and (7) empowered the council to borrow £100,000 in addition to the £200,000 previously authorised.[5] Under the powers thus conferred the council acquired and constructed several of the tramways specified in the act, and these were leased to and worked by the tramways company as part of the Glasgow tramways undertaking.

Bye-laws and regulations relative to the tramways were also made by the council and the tramways company, which were confirmed by the sheriff of Lanarkshire on 29th October, and came into operation on 1st November of this year.

An act also authorised the Caledonian Railway Company to alter the authorised

[1] 38 and 39 Victoria, c. 53.

[2] *Ibid.*, c. 81.

[3] *Ibid.*, c. 97. The Glasgow and Yoker Road Act, 1875.

[4] 38 and 39 Victoria, c. 99.

[5] *Ibid.*, c. 123. The Glasgow Corporation Tramways Act, 1875.

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lines of railway and viaduct across the Clyde, so as to connect these railways on the south side of the city with their authorised station in Gordon Street, &c.[1]

In July the old clothes market was removed to Greendyke Street. It was originally held on an uncovered space on the site of the present bird market in Jail Square, and afterwards in buildings adjoining the old slaughter-house, and entering from Bridgegate.

On 16th August the Sighthill extension and Parkhead branch railway was opened for goods and mineral traffic, and thus completed the junction between the Glasgow and South-Western Railway and the North British Railway systems.

The graving dock, for the construction of which parliamentary authority was obtained in 1868, was begun in 1869, and opened this year. It is 551 feet long, and the entrance to it is 72 feet wide, with a depth of water at high tide of 22 feet 10 inches.

The gross rental of the city for 1874-5 was £2,740,032.

In 1874-5 822 men and 160 horses were employed in the cleansing department of the city; the net cost of the department was £35,204; the capital expenditure was £36,212; and the material dealt with was 195,695 tons. The total expenditure in the department was £45,908 17s. 10d.

During this year 306 men were employed in lighting the city; the total number of lamps was 11,009, of which 7,873 were public, and 3,136 were private; and the total quantity of gas consumed was 103,179,657 cubic feet. The total cost of the department was £37,300 17s. 8d.

On 11th November, 1875, 6 acres and 7 poles of land on the south-west side of the Kelvin were acquired from the Trades' House of Glasgow, at the price of £31,241 5s., and the greater part of that area was added to the Kelvingrove Park.

In 1876 acts were passed (1) to confer further powers on the city of Glasgow Union Railway Company, the Glasgow and South-Western Railway Company, and the North British Railway Company[2]; (2) to vary the purposes of Allan Glen's trust, to incorporate the trustees, and to confer powers upon them[3]; (3) to enable the Caledonian Railway Company to make certain railways and works, and to acquire certain lands, *inter alia*, in Lanark and Renfrew, &c.[4]; (4) to enable the Caledonian and Glasgow and South-Western Railway Companies jointly, to acquire certain lands and execute certain works in Lanarkshire and Renfrewshire; to authorise the diversion of a road and of authorised tramways in connection therewith, &c.[5]; to authorise the North British Railway Company, *inter alia*, to stop up certain streets in the city, &c.[6]

On 17th October H.R.H. the Prince of Wales, accompanied by the Princess of Wales, Princes Albert Victor and George, and Prince John of Glücksburg, visited the city, and, after witnessing a review of 6,000 volunteers on the Green, laid the foundation-stone of the new post office in George Square.

On 6th December the district of West Pollokshields was formed into a police burgh under the provisions of the General Police Act, 1862. The area of the burgh

[1] 38 and 39 Victoria, c. 133.
[2] 39 and 40 Victoria, c. 35.
[3] *Ibid.*, c. 45.
[4] 39 and 40 Victoria, c. 64.
[5] *Ibid.*, c. 70.
[6] *Ibid.*, c. 134.

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at its formation was one hundred and sixty-six acres. This burgh also derived its water and gas supplies from the city.

The gross rental of the city for 1875-6 was £2,922,151.

The number and tonnage of the ships which arrived in the harbour in 1876 were as follows:—sailing ships—2,816, tonnage—431,522; steam vessels—11,770, tonnage —1,866,544; total, 14,586 ships, 2,298,076 tonnage; a decrease since 1871 of 1,214 ships, but an increase of tonnage of 248,368 tons.

Chapter VII.—1877-1890.

The rapid extension of the city and the growth of population in the large area within the watershed of the Clyde, with the multiplication of chemical and other works, all discharging polluting effluents into the river, was causing annually increasing anxiety to the authorities of the city, who had vainly attempted in past years to discover some practical means of providing a remedy. The evils and dangers were not such as could be dealt with by simply applying the common law, for such application would have crushed the communities and the industries on which they depended. The statutory law was practically ineffective, and, even had it been effective, would, if it had been applied, have "killed the goose that laid the golden egg." Under these circumstances, the council urged Mr. (now Viscount) Cross, who was then Home Secretary, to recognise that the pollution of the great river systems of the country was a matter of national concern, which demanded the passing of a public act containing provisions which could be applied to each particular case. It was not, they pleaded, for Glasgow or any single city to grapple with a gigantic national difficulty. The Home Secretary, however, said that Glasgow must deal with the difficulty as regarded itself. But how is the city to do so? asked its representatives; and how are the various communities in the watershed of the Clyde to be dealt with in such a way that each will do its duty in the work of purifying the river? The result of these representations was the appointment, by the Government, of Sir John Hawkshaw, C.E., to inquire into the whole subject, and report as to the best means of effecting the desired purification. That eminent engineer, acting as a commissioner of the Government, with Mr. J. Badenoch Nicolson, advocate, as secretary, made a searching investigation as to the condition of the rivers and streams in the entire watershed, extending over an area of about 1,480 square miles, and issued his report on 21st March, 1876. In it he recommended that the sewage of Glasgow and its suburbs, as well as that of Airdrie, Coatbridge, Tollcross, Rutherglen, Cambuslang, Renfrew, Paisley, Johnstone, Elderslie, and Kilbarchan, should be conveyed to the sea in a tunnel at Falklandhead, between Saltcoats and Irvine; that the sewage from districts on the north of the Clyde should be conveyed in separate syphon pipes under the river at Whiteinch to a pumping station on the south of the Clyde; and that the drainage of Greenock, Port-Glasgow, Helensburgh, Dumbarton, Kilpatrick, Duntocher, Milngavie, Kirkintilloch, Hamilton, Motherwell, Wishaw, Lanark, and other centres of detached population should be dealt

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with locally. The cost of the commission it was arranged should be borne by the city till a scheme founded on it could be sanctioned by Parliament, and allocated on the several burghs, towns, and districts affected by it, and, under pressure by the Home Secretary, Glasgow prepared and introduced, in 1876-7, a conservancy bill to give effect to the recommendations of the report. But the bill was met with much opposition outside of the city, and was eventually withdrawn at the request of the Home Secretary, on a written assurance that the Government would, as they had previously been urged to do, introduce a general measure to amend the Rivers Pollution Act, and provide for the enforcement of its amended provisions, so as to effect the purification of the Clyde and other similar rivers and their affluents. Before anything was done in fulfilment of this pledge, however, the Government of which Mr. Cross was a member went out of office, and he was succeeded as Home Secretary by Sir William Harcourt. After a time Sir William called upon Glasgow to take action to effect the purification of the Clyde, but the town council sent him a copy of the assurance on the faith of which the conservancy bill had been withdrawn, and intimated that it was for the Government to implement the undertaking of their predecessors.

On 1st February, 1877, 2 roods and 16 poles of ground at Kelvingrove Street were acquired from the trustees of Ross Ferguson, at the price of £1,969 13s.

On 17th May an act set forth that the markets commissioners, in the execution of their acts, had expended £40,000 in addition to the £100,000 authorised by the acts 28 and 29 Victoria, c. 63, and 34 and 35 Victoria, c. 36; that the increase of population within the city, which was still progressing, necessitated further extensions and enlargements, and the acquisition of lands and buildings for that purpose, and the construction of a hide market. It therefore increased the borrowing powers of the commissioners by £65,000, making £165,000 in all, and empowered them to take and acquire additional lands and shut up a portion of Graham Square.[1]

Another act authorised the North British Railway Company, *inter alia*, to enlarge their Queen Street Station, and to stop up certain streets in the city, &c.[2]

On 28th June an act—reciting 4 and 5 Victoria, c. 36; 29 and 30 Victoria, c. 66; 33 and 34 Victoria, c. 43—amended sections 4 and 5 of the last recited act, and provided that if, in any year, the net proceeds of the assessments levied by the Juvenile Delinquency Commissioners should be such that the portion equivalent to the net proceeds of an assessment of one half-penny per pound would be insufficient to pay the aggregate amount of the grants to be made to the reformatory schools and industrial schools under section 4 of the act of 1870, in so far as not repealed by the act of 1877, then the amount of such grants respectively should be reduced, so that the aggregate amount of the whole should not exceed such portion of the net proceeds for such year, and a proportionate reduction should be made upon the grants to these several schools.[3]

[1] 40 and 41 Victoria, c. 14. The Glasgow Markets and Slaughter-houses Act, 1877.

[2] 40 and 41 Victoria, c. 21.

[3] *Ibid.*, c. 62.

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On 6th July the district of Govanhill, including an area of about one hundred and nineteen acres, was constituted a police burgh under the provisions of the General Police Act of 1862, but continued to be policed by the county of Lanark. Its gas and water supplies and tramway accommodation were obtained from Glasgow.

The district of East Pollokshields was also constituted a police burgh under the provisions of the same act, and also continued to be policed by the county of Renfrew. Its area was originally eighty-four acres, but was subsequently extended to ninety acres. Its water and gas supplies were derived from Glasgow.

Agreements were entered into between the water commissioners and the Barony parochial board, as the local authority of the Springburn and Hogganfield water supply districts, of dates 9th and 12th July, 1877, under which the commissioners undertook to supply water to the board, and the latter agreed to construct the works necessary for receiving and distributing the water within these districts, and to pay the commissioners for the water supplied at the same rates as those charged against consumers in the other districts outside of the city. The board accordingly constructed a receiving-tank, a pair of pumping engines, and a covered reservoir on Cockmuir Hill for the supply of the Springburn district, at a cost of £16,000. The receiving-tank is at an elevation of 209 feet above the sea, and contains 270,000 gallons; and water can be discharged into it from the mains at all hours of the day. The water is forced by two coupled direct acting horizontal engines to the high level reservoir, the top water level of which, and of a similar but larger one adjoining the first, erected in 1880, is 160 feet above the receiving-tank and 369 feet above the sea. These, together, contain 2,787,000 gallons. A similar but smaller pumping engine was also erected by the Barony board for the supply of the district of Hogganfield, about three miles to the east of the city. In that case two receiving-tanks were placed at Riddrie, near the Cumbernauld Road, at elevations of 191 and 195 feet, having a capacity of 114,000 gallons; and a high level reservoir on Letham hill, 167 feet above the lowest receiving-tank, and 358 feet above the sea, and containing 340,000 gallons. The cost of these works, exclusive also of the piping, was £4,700.

The water supply district of Bishopbriggs and Auchinairn, to the north of Springburn, formed in 1880, is also supplied from the high level reservoir at Cockmuir, under an agreement between Cadder parochial board and the commissioners, dated 28th March and 11th April, 1881.

Under an arrangement with the Barony board the commissioners

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supplied the upper portion of Garngad Hill within the city from the Cockmuir reservoir. This hill rises 258 feet above the sea, and is above the level to which water will rise during the day by gravitation from the service reservoir at Mugdock. This arrangement with the board continued till 15th May, 1891, when the whole works for the supply of the special water supply districts before referred to were taken over by the corporation from the district committee of the Lower Ward of Lanarkshire, who had been constituted the local authority of these districts by the Local Government (Scotland) Act, 1889.[1]

On 23rd July an act confirmed a provisional order made by Mr. Secretary Cross, dated 14th June, under the General Police Act of 1862, by which order (1) the municipal and police government of the city were united in the magistrates and council; (2) certain parts of the Glasgow Police Act, 1866, were repealed; and (3) the whole powers, authority, jurisdiction, properties, and rights vested in the board of police by various acts were transferred to and vested in the magistrates and council. The order made various amendments on several acts so as to transfer their administration from the board of police, or from the water committee, to the magistrates and council.[2]

On 2nd August an act was obtained to enable the water commissioners to make additions to and improvements upon the works of the Gorbals company, which had been acquired by the commissioners; and to meet the demands consequent on the great increase of trade and population in the water supply districts. By this act the commissioners were also authorised to increase their borrowing powers from £1,400,000 to £1,850,000.[3]

On the same day an act, reciting 29 and 30 Victoria, c. 273; 35 and 36 Victoria, c. 41; 36 and 37 Victoria, c. 38; 38 and 39 Victoria, c. 53, empowered the board of police to effect certain street and other improvements; to increase their borrowing powers from £250,000 to £370,000; to impose a special assessment of one penny per pound, and to acquire additional lands, &c.[4]

On the same day also an act authorised the construction of tramways from Glasgow to Ibrox.[5]

[1] See section 39 of the City of Glasgow Act, 1891.

[2] 40 and 41 Victoria, c. 128. The Glasgow Police and Improvement (Scotland) Act, 1862; Order Confirmation Glasgow Act, 1877.

[3] 40 and 41 Victoria, c 165. The Glasgow Corporation Waterworks Amendment Act, 1877

[4] *Ibid.*, c. 167.

[5] *Ibid.*, c. 192.

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On 18th September the dock at Stobcross, commenced in August, 1872, was so far completed as to be opened, and the Anchor liner "Victoria" entered the tidal basin. With Her Majesty's permission the dock was named the "Queen's Dock."

An outbreak of relapsing fever in the city in 1870 necessitated the provision by the sanitary authority of another hospital for fever patients. About 32 acres of the estate of Belvidere was accordingly acquired by the board of police from Mr. John Stevenson Miller, at the price of £17,000, converted into a ground annual of £680, and upon it a smallpox hospital was erected. It was commenced in November, 1874, and was opened on 5th December, 1877. It contained 150 beds, in ten wards, arranged in five isolated pavilions, and the cost, exclusive of the site, was £30,235. Since then alterations have been made upon the building, and it has also been extended, so as, in the year 1900, to contain 390 beds, distributed in thirteen isolated pavilions, each containing two wards.

In this year also barracks to accommodate 1,000 soldiers were established at Maryhill, on land acquired from Mr. Davidson of Ruchill in 1868. Previous to 1795, soldiers stationed in Glasgow were billeted on the inhabitants. But in that year infantry barracks were erected on ground in Gallowgate, which had previously been used as weaponshaw ground.[1] Cavalry were originally stationed in Hamilton, but were afterwards brought into the city, and stationed in barracks in Eglinton Street, and these cavalry barracks were maintained till the Maryhill barracks were ready, when the cavalry were transferred to them.

The gross rental of the city for 1876-7 was £3,117,827.

On 27th May, 1878, the Clyde Trustees obtained an act empowering them to construct ferry works, and to establish a ferry at Stobcross in the harbour; to make and maintain works for that purpose; to levy and alter rates; and to erect and maintain offices. It also extended the borrowing powers of the trustees to £4,530,000.[2] The ferry authorised by this act is known as the "Finnieston Ferry."

On 17th June an act referring to the acts 22 Victoria, c. 17, and 29 and 30 Victoria, c. 85—(1) repealed the former act; (2) transferred to the council all property and other rights vested in them under the act so repealed; and (3) under sections 24 and 25 of the Glasgow Improvements Act, 1866 (29 and 30 Victoria, c. 85), empowered the council to lay out and maintain the Kelvingrove Park, the Queen's Park, the Alexandra Park, and the Glasgow Green, and also the Kelvingrove Museum and Galleries of Art and Corporation Halls, and such public parks as might thereafter be acquired by them;[3] and to enter into agreements for improving and maintaining such churchyards, cemeteries, or places of sepulture in the city, as had been, or might thereafter be, shut up or regulated under the Public Health

[1] *Antea*, p. 62.

[2] 41 Victoria, c. 47. The Clyde Navigation Act, 1878.

[3] Mr. M'Lellan's book on Glasgow Public Parks, published in 1894, contains detailed information as to what was done in various parts of the city during his time as park superintendent in providing and improving open spaces.

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(Scotland) Act, 1867, or any other act, or by any competent authority, and to lay out and improve them; and to lay out, improve, and maintain such open spaces and gardens as might be transferred to and vested in them;[1] and to erect, furnish, and maintain such new and additional buildings for museums and collections of natural history, science, and art, as they might consider to be necessary, and to add to the collections in any such museums, galleries, and other buildings, or to sell, exchange, or dispose of such portions of these collections as they deemed expedient; and to form and maintain swimming ponds, with all needful buildings, approaches, walks, and conveniences therewith connected.

With the view to the extension of the Kelvingrove Park, the act confirmed the action of the council in having acquired certain portions of the lands known as Gilmorehill, Kelvinbank, Clayslaps (including the mills), and Overnewton, and in having expended considerable sums in making these purchases.

It further authorised the Glasgow Royal Botanic Institution to grant to the council bonds and dispositions in security over the Botanic Gardens for £10,737 11s. 7d. advanced by the corporation to the institution, and interest thereon till 15th May, 1877, with additional interest till the bonds were granted; and also to grant bonds and dispositions in security for such further sums as the institution might borrow to enable the gardens to be enlarged and improved. It also empowered the council to enter into agreements under which the gardens might be transferred to and maintained by them.

For the purposes of the act the council were empowered to levy from occupiers an annual assessment of twopence per pound on the rental of all heritages in the city, and to make bye-laws for the regulation of the parks, gardens, &c.[2]

[1] Under the powers conferred by this act the following 19 open spaces are maintained by the Parks Department:—

	A.	R.	P.
George Square,	2	0	0
Oatlands Square,	0	2	16
Hutcheson Square,	0	3	24
Overnewton Square,	0	2	16
Maxwell Square,	0	3	24
Cathedral Square,	1	1	24
Wishart Street,	0	2	16
Blythswood Drive,	0	1	24
Barrington Drive,	0	0	26
Dunearn Street,	0	0	15
Pollok Street,	0	1	32
*Titwood,	1	3	0
*Nithsdale Road,	1	0	0
Phœnix Recreation Ground,	2	1	24
Oatlands Recreation Ground,	0	3	24
Commercial Road,	0	0	37
Cromwell Square,	0	1	5
Queen's Drive,	1	1	9
Garngad Road,	0	2	1

* Both areas were gifted by Sir John Stirling Maxwell, Bart. M.P.

The following graveyards are also maintained by the Parks Department, and, with the exception of the last, are open to the public:—

	A.	R.	P.
St. David's,	1	2	0
Gorbals,	2	1	24
North Street,	1	0	0
Clyde Street, Calton,	1	1	8
High Church (Cathedral),	4	0	0
St. Mark's,	0	2	0
John Street, Calton,	1	0	32

[2] 41 Victoria, c. 60. Glasgow Public Parks Act.

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On the same day another act—reciting the acts 29 and 30 Victoria, c. 273; 40 and 41 Victoria, c. 101; 18 and 19 Victoria, c. 118; 32 and 33 Victoria, c. 58; 29 and 30 Victoria, c. 85; 28 and 29 Victoria, c. 63; and 22 Victoria, c. 17—set forth that the annual income of the municipality and public trusts exceeded £988,000, and was annually increasing; that no suitable premises existed for conducting the municipal business; and that it was expedient that the offices of the corporation should be concentrated in one building in a central position. It also recited the Court Houses Acts—6 William IV., c. 24; 19 and 20 Victoria, c. 35; 31 and 32 Victoria, c. 89; and 35 and 36 Victoria, c. 6; and the agreement scheduled to the last-mentioned act—and set forth that, in pursuance of these acts and the agreement, certain portions of the grounds and buildings acquired by the court houses commissioners were apportioned to the corporation, and were partly occupied for municipal purposes; that the sum due to the commissioners as at 31st August, 1877, by the city under the court houses acts was £28,918 1s. 8d., and by the lower ward £903 3s. 6d.; that, upon payment by the city of the sum due by it, the premises in which it had such beneficial interest, with the furniture and fittings therein, should be vested in the corporation, and that the annual expenditure applicable to these premises should, after 15th May, 1878, be paid directly by the corporation, without the intervention of the commissioners. The act further set forth that, under the provisions of 23 and 24 Victoria, c. 79, the annual expenditure of the sheriff-court houses would be paid by the treasury after 1st February, 1878, and that subsequent to that date the only amount which the court houses commissioners would require to levy would be the amount necessary to defray the expenses of maintaining the portion of the buildings occupied by the justice of peace court, the justiciary court, and their respective officials, and the expenses of management, which last were estimated not to exceed £1,500 a year, towards which the city, the lower ward (including Rutherglen), were bound to contribute in proportion to their respective valuations, which proportions were then about four-fifths to the city and one-fifth to the lower ward. The act therefore provided (1) that, after 15th May, 1878, the proportion of the buildings appropriated exclusively to municipal purposes, with their furniture, &c., should be under the sole charge and management of the corporation; (2) that the power of the commissioners to levy assessments under the Court Houses Amendment Act of 1868 should be limited to the amount necessary to meet the cost

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of managing and maintaining the buildings occupied by the sheriff courts, justice of peace court, justiciary court, and their several officials, and generally such expenses connected with the court houses as should not be borne by the Treasury; (3) that the corporation should pay to the commissioners, on 11th November annually, its share of the expense of carrying out the purposes of the Court Houses Act, as amended by the act of 1878, and so supersede the levying by them of assessments within the city; (4) provided for the payment, on 11th November annually, to the commissioners, by the lower ward and the police burghs therein, by the burgh of Rutherglen, and by the police commissioners of the several police burghs in the lower ward in which those police commissioners levied police or constabulary assessment, of such sums as the commissioners assessed upon and charged against them as the expenses of carrying the Court Houses Acts into effect—such payments to be in lieu of the assessment leviable under the 10th section of the Court Houses Amendment Act, 1868; (5) on payment to the commissioners of the sums for which the city was liable—except its future liability for annual expenditure—the commissioners were required to convey to the corporation those parts of the buildings which were occupied by it; (6) the corporation were empowered to close John Street as a public street, and, on the ground to be acquired by the act, to erect, fit up, and furnish municipal buildings, including a town hall for the city, and to apportion the buildings for the business of the municipality and its trusts as they deemed proper; (7) so soon as the municipal buildings were apportioned among the several departments, the water commissioners and the gas trustees were required to sell the premises then occupied by them in Miller Street and Virginia Street, and pay the prices to the corporation. The corporation were also empowered to sell the land and buildings conveyed to them by the commissioners, and to apply the price in terms of the act; (8) in the event of accommodation being provided in the municipal buildings for the collections of art in the halls in Sauchiehall Street, the parks trustees were empowered to sell these halls, and pay over the price to the corporation, to be applied towards the cost of the municipal buildings; (9) so soon as the municipal buildings were completed, and the accommodation to the several trustees was determined, the corporation were empowered to fix the proportions which each of these trusts should pay towards the cost of the building—the water commissioners, the gas trustees, and the parks trustees receiving credit for the prices received for the premises belonging

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to them, and sold in terms of the act; (10) the cost of maintenance of the municipal buildings was appointed to be fixed by the corporation, and the proportion allocated by it to each of the public trusts was appointed to be paid by it; (11) empowered the corporation to levy an assessment of one penny per pound on the annual value of all heritages within the city; and (12) conferred power to borrow to the amount of £400,000 for the purposes of the act.[1]

Under the powers thus conferred the buildings forming the east side of George Square, and extending eastward to John Street, were acquired as a site for the new municipal buildings, and competitive designs for the proposed structure having been obtained, those of Mr. William Young, architect in London, were preferred, and the foundation-stone was laid with masonic honours on 6th October, 1883.

At the same time an act—referring to the Municipal Extension Acts, 9 and 10 Victoria, c. 289, and 35 and 36 Victoria, c. 41—extended the municipal boundaries over lands in the south-west of the city, belonging almost entirely to the corporation and to the patrons of Hutchesons' Hospital; subjected these lands to the jurisdiction of the magistrates and dean of guild of the city; extended to them the operation of the several acts relating to police, water, gas, improvements, markets, parks, and galleries; and extinguished all subordinate magistracies and jurisdictions, with the exception of the jurisdiction of the justices of the peace of the county of Lanark. It limited the assessments leviable upon the lands and heritages so added to the city under the Glasgow Police Acts, for a period of five years, to one-half; it incorporated the added lands with the adjoining wards of the city; and it empowered the corporation and the police commissioners, water commissioners, gas trustees, improvement trustees, markets commissioners, and parks and galleries trustees to borrow from and lend to each other.[2]

By this act 78 acres of Coplawhill and other parts of the Gorbals lands were added to the city, making the total municipal area 6,111 acres.

On 4th July an act repealed (*a*) 4 and 5 Victoria, c. 36; (*b*) 2 and 3 William IV., c. 65; (*c*) 29 and 30 Victoria, c. 66; (*d*) 33 and 34 Victoria, c. 42; and (*e*) 40 and 41 Victoria, c. 62; constituted a board of commissioners, as a body corporate, and transferred to them the property, &c., of the commissioners appointed under the recited act

[1] 41 Victoria, c. 79. The Glasgow Municipal Buildings Act, 1878.

[2] 41 Victoria, c. 100. The Glasgow Municipal Act, 1878.

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(*b*), and of the directors of the industrial schools at Mossbank and Rottenrow; empowered the directors to carry on under the existing certificates the houses of refuge and the Protestant reformatory and industrial schools vested in them, and which might afterwards be established by them; empowered the directors to erect, maintain, and enlarge houses of refuge and Protestant reformatory and industrial schools, and to receive and maintain therein such young persons and children as had been, or might be, sent thereto under the Reformatory and Industrial Schools Acts, 29 and 30 Victoria, c. 117, 118, or any public acts amending the same or substituted therefor; authorised the directors to receive and detain persons in such houses at their own request; empowered a secretary of state to certify industrial schools which should be entitled to the benefits of 29 and 30 Victoria, c. 118; empowered the directors to borrow £10,000 for the purposes of the act; regulated the application of assessments levied by the commissioners (1) for behoof of houses of refuge and Protestant industrial schools; (2) for payment of a capitation grant to Roman Catholic schools and training ship; (3) for payment, after satisfying the above objects, of additional payments to Roman Catholic reformatories and industrial schools and the training ship; (4) for payment to feeding schools dealing with and fitted to prevent juvenile delinquency in the city; empowered the commissioners to levy assessments of one penny per pound on the annual value of lands and heritages within the city; and to borrow in anticipation of any one year's assessment £10,000.[1]

In the same year acts of parliament were passed (1) to confirm with amendments a provisional order by the Board of Trade under the Tramways Act, 1870, relating to the Glasgow and Ibrox Tramways,[2] and (2) to authorise the construction of the Glasgow, Yoker, and Clydebank Railway.[3]

Between 1874 and 1878, both inclusive, public sewers were constructed of the length of 15,045 lineal yards.

The gross rental of the city for 1877-8 was £3,317,962.

On 23rd May, 1879, an act was obtained which set forth that the water commissioners had executed all the works authorised by their act of 1866, except the portion described as a conduit or main pipe commencing at the west side of one of the river supply reservoirs and terminating near the intersection of Crown Street with Govan Street; that it was necessary to have the time limited by the act of 1873 for the completion of these works extended; and that, till the conduit was completed, the commissioners should be authorised to construct temporary works for supplying water to the riparian owners on the south side of the river, and to extend the time for removing the weir across the Clyde. It,

[1] 41 and 42 Victoria, c. 121. The Glasgow Juvenile Delinquency Prevention and Repression Act, 1878.

[2] 41 and 42 Victoria, c. 233.

[3] *Ibid.*, c. 250.

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therefore, empowered the commissioners (1) to construct a temporary staging across the Clyde, and to lay thereon a temporary pipe to enable water to be supplied to manufactories and works on the south side of the river; (2) to lay conduits or main pipes across the river for the permanent supply of water to these manufactories and works; (3) conferred upon the commissioners powers of compulsory purchase of lands; (4) imposed upon them liability to maintain the weir and lock across the river till these were removed; (5) repealed section 87 of the Water Act of 1855, and made provision as to the rates to be charged for supplying water for other than domestic purposes. It further amended section 20 of the Water-works Amendment Act of 1866,[1] so as to relieve the Clyde trustees from maintaining the weir and lock on the river; and repealed section 21 of that act; and in respect of the benefit to the navigation of the Clyde consequent on the removal of the weir and lock, required the trustees to repay to the commissioners one-half of the expense of such removal,[2] and on the lapse of four years after such removal a sum of £5,000 towards the cost of the works authorised by the act of 1866 and this act—the trustees to take and dispose of the materials of the weir and lock. It provided that, in respect the maintenance of the weir and lock devolved on the commissioners on 7th July, 1878, pursuant to the provisions of the Clyde Navigation Act of 1873, the commissioners should underlie that obligation till the weir and lock were removed. It also made sundry other amendments on previous acts.[3]

It will be observed that at this time the lock and weir on the Clyde had not been removed by the commissioners in terms of the acts 29 and 30 Victoria, c. 328; or 36 and 37 Victoria, c. 36; or 36 and 37 Victoria, c. 115. The Clyde trustees were, in consequence, relieved from the obligation to maintain these works; but inasmuch as their removal was considered to be advantageous to the navigation, the trustees were required to pay the commissioners one-half of the expense of removal, and £5,000 four years afterwards towards the cost of the river supply works, which that removal necessitated.

The river supply works were completed on 3rd July, 1879, and on the same date the supplies from the river, which the commissioners were

[1] 29 and 30 Victoria, c. 328.

[2] This expense was, by agreement dated 6th May, 1879, fixed at £450.

[3] 42 and 43 Victoria, c. 40. The Glasgow Corporation Water-works Amendment Act, 1879.

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bound under the act of 1866 to give to the riparian owners, were tendered to them. The removal of the weir was completed in the following October, and the £5,000 arranged to be contributed by the Clyde trustees towards the cost of the removal became payable to the commissioners on the 20th of October, 1883.

In 1878-9 eighty-five alarms and call points were erected in the city.

On 3rd July, 1879, an act provided for the removal of the remains of persons interred underneath Wellington Street United Presbyterian Church in the city.[1]

On 6th and 8th March, 1879, an agreement was entered into between the corporation and the tramway company, under which it was arranged to proceed with the construction of several of the tramways authorised by the Tramway Act of 1875, but which had not been formed, and also to seek power from parliament to lay down a number of additional tramways. By this agreement important modifications of the financial terms specified in the original lease were agreed to, but, unless in so far as thus modified, the provisions of the lease were to be operative. A bill to carry this arrangement into effect was accordingly submitted to parliament, and received the royal assent on 3rd July following.[2] This act empowered the corporation to borrow for tramway purposes £100,000, in addition to the £300,000 previously authorised.

On 3rd July an act recited the power of the improvement trustees to take St. Mary's or Tron Church, and the presbytery house adjoining, subject to an obligation to erect a new and substituted church in or near New City Road, and to erect near it a presbytery house; empowered the corporation, with the consent of the presbytery, to take down and remove other city churches, and to erect them in the city parish; to modify, alter, and re-arrange the subdivided parishes of the city.[3] It also increased the borrowing powers of the police board by £100,000.[4]

At this time an act amalgamated the Glasgow, Bothwell, Hamilton, and Coatbridge Railway with the North British Railway Company.[5]

In September, 1879, the dead meat market was opened in Moore Street. It covers 3,700 square yards of ground, and has 45 stances for the sale of foreign cattle, which are slaughtered immediately on being landed at Pointhouse, Yorkhill, or Shieldhall, and transferred to Moore Street.

On 24th September the district of East Pollokshields, adjoining the Queen's Park, was formed into a police burgh, under the provisions of the General Police and Improvement Act of 1862. This burgh, like the other suburban burghs, drew its water and gas supplies from the city.

In 1879 the total strength of the police force of the city was 1,009, an increase of 121 over that in 1874; and the cost for pay and clothing was £82,366 3s. 3d., an increase of £12,370 0s. 10d. over that in 1874.

[1] 42 and 43 Victoria, c. 65.

[2] *Ibid.*, c. 122. The Glasgow Corporation Tramways Act, 1879.

[3] These powers have not been exercised.

[4] 42 and 43 Victoria, c. 123.

[5] *Ibid.*, c. 145.

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The gross rental of the city for 1878-9 was £3,420,497.

In 1879-80 Mr. Dennistoun's trustees gifted to the parks trustees 3 acres 3 roods and 25 poles of land to be added to the Alexandra Park.

On 26th February, 1880, a triangular piece of ground, extending to about 27 acres, situated on the immediate outskirts of Glasgow, and bounded on the other side by the burgh of Govanhill, had its boundaries defined by the Sheriff of Lanarkshire, and was annexed to Govanhill. This district derived its water and gas supplies from the city.

On 20th March the dock at Stobcross, which was commenced in August, 1872, was completed, and the copestone was laid. Its cost was £1,500,000. The entrance to the dock is 100 feet wide, and is spanned by a hydraulic swing bridge. The dock has a water area of 33¾ acres, 3,334 yards of quayage, and a depth of 20 feet at low water.

On 29th June an act of parliament reciting the Improvement Acts, 29 and 30 Victoria, c. 85, and 34 and 35 Victoria, c. 74, authorised the borrowing powers of the first recited act to be increased from £1,250,000 to £1,500,000; limited the maximum assessment to 2d. per pound; confirmed the action of the trustees as to various matters; and made provision as to a sinking fund.[1]

In the same year the following acts were passed:—

(1) To provide for the dissolution of the Glasgow, Garnkirk, and Coatbridge Railway Company, the Clydesdale Railway Guaranteed Company, the Greenock Railway Guaranteed Company, the Western Railway Guaranteed Company, and the Glasgow, Barrhead, and Neilston Direct Railway, and to convert their stocks into annuities stock of the Caledonian Railway Company, &c.;[2] (2) to confirm an agreement between the Glasgow, Yoker, and Clydebank and North British Railway Companies, &c.;[3] (3) to amend the acts relating to the Clyde Lighthouses, and to provide for the improvement of the navigation of the Clyde below Newark Castle, Port-Glasgow;[4] and (4) to authorise the construction of railways in and near to the district of Cathcart, on the south side of Glasgow, &c.[5]

In the spring of this year the Fine Art Institute in Sauchiehall Street was opened.

The gross rental of the city for 1879-80 was £3,432,112.

At this time 773 men and 166 horses were employed in the cleansing department of the city; the net cost of the department was £31,519; the capital expenditure was £60,284; and the material dealt with was 169,280 tons. The total expenditure in the department was £41,941 10s. 10d.

During the year 354 men were employed in lighting the city; the total number of lamps was 11,583, of which 8,385 were public and 3,198 were private; and the total quantity of gas consumed was 146,322,690 cubic feet. The total cost of the department was £49,658 13s. 6d.

[1] 43 and 44 Victoria, c. 11. The Glasgow Improvements Amendment Act, 1880.

[2] *Ibid.*, c. 123.

[3] 43 and 44 Victoria, c. 135.

[4] *Ibid.*, c. 137.

[5] *Ibid.*, c. 209.

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During 1880 there were built for mercantile purposes at Glasgow, 6 sailing vessels, of 5,660 tons; 128 steam vessels, of 102,661 tons—total, 134 vessels, of 108,321 tons.

The great increase in the population of the city and districts supplied with water from Loch Katrine compelled the water commissioners to continue extending their works till, in the autumn of this year, the last pipes were laid which were required to complete the Loch Katrine scheme as originally designed in 1853 and 1854.

In 1881 the following acts were passed:—(1) To confirm an agreement for the maintenance, working, and management of the undertaking of the Cathcart District Railway Company by the Caledonian Railway Company; to enable the Caledonian Railway Company to contribute and hold shares in that undertaking; to acquire the remaining shares in the Busby Railway Company, and to provide an hotel at their Central Station in Glasgow; to dissolve the Busby Railway Company, and vest their undertaking in the Caledonian Railway Company, &c.;[1] (2) to enable the City of Glasgow Union Railway Company to construct a short new railway; to abandon certain authorised tramways; to convert, consolidate, and re-arrange some of their stocks and shares; and for other purposes;[2] (3) to enable the Caledonian Railway to make a railway to Airdrie and other places in the county of Lanark; and for other purposes;[3] (4) to enable the same railway to make a railway siding and acquire lands at Partick, and for other purposes.[4]

On 1st June the wing known as the "Freeland Wing" of the Western Infirmary was opened.

The gross rental of the city for 1880-81 was £3,426,728.

The population of the city at the decennial period (1881) was 511,415, an increase of 19,415 over that of 1871.

The gross rental for the year 1881-2 was £3,497,263, an increase of £1,190,798 over that of 1871-2.

The revenue of the Clyde Trust was £248,061 14s., an increase of £83,872 15s. 5d. over that of 1871.

The customs revenue collected at the port was £1,036,865, an increase of £37,292 10s. 5d. over that of 1871.

The number and tonnage of ships belonging to Glasgow registered at the port was 1,258 ships, and the tonnage 827,435—an increase over that in 1871 of 363 ships and 394,419 of tonnage.

The number and tonnage of the ships which arrived in the harbour in 1881 was as follows:—Sailing vessels, 1948; tonnage, 369,563; steam vessels, 15,815; tonnage, 2,687,970—total, 17,763 vessels; 3,057,533 tonnage—an increase since 1876 of 3,177 vessels and 759,457 tons.

[1] 44 and 45 Victoria, c. 119.
[2] *Ibid.*, c. 133.
[3] 44 and 45 Victoria, c. 139.
[4] *Ibid.*, c. 169.

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In addition to the cost of the water-works as given 1856-60, £924,141, the following was the expenditure up to 28th May, 1882:—

For additional syphon pipes on the line of the aqueduct, - -	£118,000
For two additional mains from the service reservoir to the city,	172,000
For new pipes in the city and surrounding districts, - -	222,000
	£512,000
For high level filters for Gorbals Works, 1879-1881, - -	17,482
	529,482
Making the total cost of the works up to 28th May, 1882, -	£1,453,623

On 19th May, 1882, an act empowered the police commissioners to widen Rutherglen loan, removing the remains of persons interred in such portion of the Gorbals burying-ground as might be taken to enable such widening to be made; to levy a special assessment of 1d. per pound, and to borrow an additional £120,000; empowered the parks trustees to maintain such portion of the Gorbals burying-ground as was not required for the widening of Rutherglen loan; empowered the Corporation to make bye-laws for the bazaar, the Old Clothes market, and the Bird and Dog market; to levy an assessment of 1d. per pound to enable the Corporation to pay to the government the amount claimed by it under the Prisons (Scotland) Act, 1877, in respect of a deficiency of the cell accommodation in the prison of Glasgow, and to borrow £45,000 for that purpose; and confirmed the payment of £1,000 to the Incorporation of Gardeners in respect of the abolition of certain dues or petty customs, and of the right to hold a plant market in the city.[1]

An act also authorised the Caledonian Railway Company to make railways and other works, and to abandon authorised and existing works in and near the city.[2]

On 3rd July an act—reciting the acts 6 and 7 William IV., c. 24; 19 and 20 Victoria, c. 35; 31 and 32 Victoria, c. 89; 35 and 36 Victoria, c. 6; and 41 and 42 Victoria, c. 79—empowered one of the secretaries of state to obtain a report as to the state and sufficiency of the court-house accommodation provided by the old courts for the purposes of the sheriff and justiciary courts, and if these were not found to be sufficient, then (1) appointed all the provisions of the Sheriff Court-houses Act, 1860, and of the act 29 and 30 Victoria, c. 53, amending it, to be applied to these old courts, and directed the court-houses commissioners to have the same powers, and to be subject to the same obligations, as commissioners of supply are subject to under the provisions of the sheriff court-houses acts; and (2) provided that all the expense incurred by the commissioners in improving the old courts should be deemed to form part of the costs mentioned in section 6 of the Municipal Buildings Act, 1878, and that the powers of assessment conferred by that act on the commissioners should apply to such expenses, so far as these were not borne by the treasury.[3]

[1] 45 and 46 Victoria, c. 19. The Glasgow Corporation and Police Act, 1882.

[2] *Ibid.*, c. 53.

[3] 45 and 46 Victoria, c. 82. The Glasgow Court-houses Amendment Act, 1882.

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On the same day an act authorised the water commissioners to construct and maintain an additional service reservoir in the parishes of New Kilpatrick and Baldernock in Stirlingshire, capable of containing 700,000,000 gallons of water, with the requisite embankment, aqueduct, outlet pipe, and other works; to divert the turnpike road leading from the city to Strathblane; and to increase their borrowing powers from £1,850,000 to £2,000,000.[1]

On 6th and 8th July and 3rd August, 1882, an agreement was entered into between the corporation, the tramway company, and the town council of the burgh of Pollokshaws, so far as they were interested in certain tramways proposed to be laid down within that burgh, by which the corporation undertook to construct and lease to the company, till 1st July, 1894, certain additional lines, upon the financial terms therein specified. The company also undertook, after these tramways had been made, to obtain from the proprietors of ground adjoining Coustonholm road such grants of servitude as might be necessary to enable that road to be widened, which grants were to be made effectual to the satisfaction of the corporation and town council of Pollokshaws.

On 10th August an act (1) reduced the standard quality of gas supplied by the corporation for illuminating purposes from 25 to 20 sperm candles (25 candles being the standard quality fixed by the Gas Act of 1869); (2) authorised the corporation to manufacture and supply gas for all purposes other than illuminating purposes, to buy, or hire, and supply, sell, or let to consumers of gas within the limits of supply, meters, burners, or any other materials or fittings for the use of gas, and to charge therefor and for non-illuminating gas such price or rent as might be agreed on; provided for gas rents being charged equally to all consumers; authorised the construction and maintenance of short railways from the Caledonian Railway to the Dalmarnock Gas Works, the acquisition of lands and the construction of a continuation of French street, with a view to expedite and diminish the cost of the carriage of coals to the works; authorised the shutting up of Bartholomew lane, and the formation of a new street from Adelphi street to French street.[2] The railways and roads thus authorised were thereafter constructed, and gas has since been supplied for heating and motive as well as for illuminating purposes. No separate mains and pipes have, however, been laid, the quality and price of gas supplied for all purposes being the same.

Another act authorised the making of railways from the Stobcross branch of the North British Railway to the Glasgow and Coatbridge branch, and the Helensburgh branch of that railway, and other purposes.[3]

The Educational Endowments Act, 1882, appointed a commission to reorganise educational endowments given previously to the Education Act of 1872, or by a testator

[1] 45 and 46 Victoria, c. 87. The Glasgow Corporation Water-works Amendment Act, 1882.

[2] 45 and 46 Victoria, c. 190. The Glasgow Corporation Gas Act, 1882.

[3] *Ibid.*, c. 216.

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who died before the date of that act, with the exception of endowments administered by universities, or in their gift, and theological endowments. Under the powers thus conferred, the commissioners were authorised to prepare schemes for the administration of educational endowments, and to make, within prescribed limits, such alterations upon the provisions and conditions of the original endowments as would enable those endowments to be more effectively promoted.[1] In the exercise of these powers the commissioners reorganised a number of Glasgow educational endowments so as to adapt them to modern requirements.

Acts passed at this time authorised a connection to be formed between the Glasgow City and District Railway and the Stobcross branch and Coatbridge and Helensburgh branches of the North British Railway.[2]

The gross rental of the city for 1882-3 was £3,425,653.

Writing in March, 1883, on the then latest additions to the Loch Katrine Water-works, Mr. Gale observed that the abundance of the supply, the fine quality of the water, and the considerable elevation at which it could be delivered, all combined to bring about the supplying from these works of districts for some miles round Glasgow. In fact, few of the existing populous suburbs could have attained their then dimensions, and none of the more distant villa districts could have been created, but for the supply of water made available by the commissioners. Partick on the north, and Govan on the south side of the river, had within the previous twenty years developed into what might be regarded as large manufacturing and populous towns, while all the high grounds round the city were attracting persons who could afford to live a few miles from the town. It was not, however, always remembered by the proprietors of eligible feuing lands and houses on many of the elevated grounds that, besides the physical limits to the elevation to which water could rise by gravitation, there were economical limits beyond which water could not be given except by constructing special works not required for the city itself, and that the construction of these would necessarily impose additional rates upon the general community which they might not be very willing to pay.

The area over which the supply was at that time given extended from Milngavie on the north to Barrhead on the south—a distance of 15½ miles; and from Mount Vernon on the east to Renfrew on the west—a distance of 11 miles. It included the royal burghs of Rutherglen and

[1] 45 and 46 Victoria, c. 59. The Educational Endowments (Scotland) Act, 1882.

[2] 45 and 46 Victoria, c. 216.

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Renfrew, the police burghs of Milngavie, Maryhill,[1] Hillhead,[1] Partick, Govan, Kinning Park, Pollokshields,[1] Pollokshields East,[1] Govanhill,[1] Crosshill,[1] and Pollokshaws; the water supply districts of Springburn, Bishopbriggs, Hogganfield, Shettleston, and Tollcross; the town of Barrhead; and the villages of Nitshill, Hurlet, Thornliebank, Cathcart, Langside, Crossmyloof, Yoker, New Kilpatrick, and Bearsden.[2]

The population of the whole district supplied with water, distinguishing that within from that without the then limits, is indicated in the following table:—

Year at April.	Within Municipal Boundary.	Beyond Municipal Boundary.	Total Population Supplied.	Year at April.	Within Municipal Boundary.	Beyond Municipal Boundary.	Total Population Supplied.
1852	...	...	360,000	1876	522,943	171,605	694,548
1861	400,836	36,065	436,901	1881	511,520	213,182	724,702
1866	445,460	55,740	501,200	1882	531,200	230,875	762,075
1871	489,674	105,550	595,224				

In 1863, as has been noticed, 2,700 fire-cocks existed in the streets of the city, placed at distances of from 40 to 60 yards. But between that date and 1883, 1,550 others were fitted up, making a total of 4,250. In those parts of the city occupied by warehouses and mills, several miles of pipes from 6 to 9 inches in diameter had up to this time been laid, with a view to afford greater protection against fire; and to these pipes 152 larger fire-cocks were attached, having a 4-inch valve and a 4-inch branch off the main, and a double branch piece, to which both the small $2\frac{3}{8}$-inch hose and the larger hose used in connection with the steam fire-engines could be attached. The larger hose is $2\frac{7}{8}$ inches diameter inside, with $2\frac{1}{2}$-inch couplings, and it offers much less resistance to the flow of the

[1] All these police burghs are now included within the city.

[2] From 1861 to 1871 the increase of population was 36·2 per cent., and the increase in the quantity of water supplied was 59·5 per cent.; and from 1871 to 1881 the increase of population was 21·7 per cent., and in the quantity of water was 31·7 per cent. The quantity of water used for domestic and municipal purposes, however, only increased from 36·78 gallons per day in 1861 to 39·28 in 1881, while that used for trade purposes increased during these twenty years from 5·82 to 14·72 gallons per head per day. This rapid development of trade and population forced on the execution of the works necessary to introduce the whole quantity of water which the aqueduct could discharge. (Mr. Gale, Transactions of Institution of Engineers and Shipbuilders in Scotland, 20th March, 1883.)

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water than the smaller hose, and enables larger nozzles to be used with the same loss of head. Many of the outlying districts were entirely without fire-extinguishing appliances; but in the police burghs round the city, and in Kelvinside, there were at this time 608 fire-cocks.

The application of the pressure of the water in the mains to the obtaining of motive power had, previous to this time, been greatly employed in the city for hoists, for packing goods, and for small machines worked intermittently, or in situations where steam power could not be employed. Of these 600 were at this time in use.

Taking advantage of the elevated lands round the city, with the advantages which they possessed for residential purposes, many houses were erected upon them. The elevation of some of these, however, was such that water could only be delivered to them by gravitation from Mugdock Reservoir during the day at a height of 215 feet, while others occupied sites at a considerably higher level. To these, of course, a continuous supply by gravitation could not be given, and the obligation of the water commissioners was limited by statute to supplying houses to gravitation level. This disadvantage, and the certainty that if means could be adopted to secure an efficient water supply to houses erected on the higher elevations around the city, the feuing out of these elevated districts for building would be largely promoted, led the parochial board of the Barony parish, as the local authority of the district within which these houses and feuing sites were, to apply to the water commissioners to afford them with the means of supplying water to these houses.

In 1852 the quantity of water consumed per head of the population per day averaged about 39 gallons, but in 1883 had reached to about 54 gallons. Discriminating between the quantity used for domestic and trade supplies, the consumption for the latter in 1852 was estimated at 3 gallons, thus reducing the quantity used for domestic purposes[1] to 36 gallons. In 1861, the year following the completion of

[1] In the sense thus used, "domestic supply" included all water used for municipal purposes, such as street-watering, fire-extinguishing, washing out courts and closes, public baths and washing-houses, supply to public horse-troughs and urinals, supplies to municipal and police buildings and hospitals, and to all charitable institutions. "Trade supplies" included, in the same sense, in addition to meter supplies, that given to shops, warehouses, offices, and hotels. In the absence of any other standard of comparison, both kinds of supply were reduced to gallons at the current meter rate. (Mr. Gale, Transactions of Engineers and Shipbuilders, 1883.)

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the new works, the trade supply had nearly doubled, while the domestic consumption had only increased to 37 gallons, and in 1882 was 40 gallons.

In 1883 an act (1) enabled the Caledonian Railway Company, *inter alia*, to abandon an authorised railway in Lanarkshire; (2) to extend the time for constructing certain authorised tramways in that county, &c.[1]; (3) enabled that railway and the Glasgow and South-Western Railway to execute works, and acquire lands, in Renfrewshire, Lanarkshire, and Ayrshire in connection with their Glasgow and Paisley and Glasgow and Kilmarnock joint lines[2]; (4) *inter alia*, vested St. Enoch's Station in the Glasgow and South-Western Railway Company[3]; and (5) authorised the Glasgow, Yoker, and Clydebank Railway Company to make a railway in the parish of Govan.[4]

On 16th July, an act altered the system under which the gas commissioners, the water commissioners, the markets commissioners, and the police commissioners each borrowed, under their respective statutory powers, such sums as were necessary to meet their requirements and obligations, and empowered the corporation to exercise these several borrowing powers as a central authority. The act accordingly transferred these functions to the corporation, and empowered it to appoint a registrar to carry into effect its financial provisions. It established a corporation loans fund, into which all payments by the several trusts were to be made, to an amount sufficient to meet the statutory obligations of each from time to time. Whensoever any of the trusts sold lands and heritages, and had to apply the proceeds towards the extinction of debt, the trustees were required to pay over to the loans fund the net proceeds of such sale to be applied in payment of the debt, and if any trusts failed to provide such funds as were required to meet their obligations to the loans fund, the corporation were empowered to levy an annual assessment to meet such deficiency.

In so far as the corporation possessed statutory borrowing powers, it was authorised to exercise them by the creation of redeemable or irredeemable stock, as to which various powers were conferred and obligations imposed. As parts of the general account of the loans fund, the corporation was appointed to keep separate accounts relative to each undertaking, and each statutory borrowing power. All moneys raised by corporation stock were required to be applied exclusively for the purposes

[1] 46 and 47 Victoria, c. 14.
[2] *Ibid.*, c. 24.
[3] 46 and 47 Victoria, c. 61.
[4] *Ibid.*, c. 66.

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for which money raised under the statutory borrowing power, in the exercise of which the stock was issued, ought by law to be applied.[1]

The gross rental of the city for 1883-4 was £3,432,114.

Between 1879 and 1883, both inclusive, public sewers were constructed to the extent of 9,203 lineal yards.

On 2nd August, 1883, an act authorised the Clyde trustees to construct two docks or tidal basins—one entering from the south side of the river near the west end of Plantation Quay wall, and the other commencing near Whitefield Road, Govan—a connecting basin between them, with swing or draw bridges, and two graving docks; two double lines of tramway for the accommodation of the dock traffic, and other works. It defined the harbour as including the Clyde between Albert Bridge (formerly called Hutcheson Bridge) and the river Kelvin, with the whole docks, quays, and other works belonging to the trustees; extended to the harbour various provisions of the Glasgow Police Act, 1866; appointed the trustees to pay to the town council of the city, as the police authority, the expense incurred by it in providing an efficient extension of the marine division of police; increased their borrowing powers to £6,000,000; applied to the money borrowed various provisions of the acts of 1858 and 1864; appointed the sinking fund provided by the act of 1858, and extended and applied to the Clyde acts of 1864, 1868, 1870, 1873, and 1878, to come into operation as on 30th June, 1884; and authorised the trustees to levy various rates and tolls. The dock constructed under the powers of this act is known as the "Prince's Dock." It is situated on the south side of the river at Govan, and is immediately opposite the Queen's Dock. The tidal dock occupies 35 acres, has an available quayage of 3,737 yards, or fully two miles, and a depth of water at high tide of 31 to 39 feet, and at low tide of 20 to 28 feet.[2]

On 7th June, 1881, the commissioners of the police burgh of Pollokshields applied to the sheriff of Renfrewshire to extend the boundaries of that burgh, so as to include about 48 acres of the lands of Titwood, lying immediately to the south of that burgh, but the application was opposed by some of the feuars, and was refused on 23rd September of that year. On 31st January, 1884, however, the application was renewed, and was granted on 25th April, 1884.

On 21st February, 1884, the commissioners of police of the burgh of Pollokshields East also presented an application to the sheriff of Renfrewshire to annex to that burgh a small area to the south-west, and on 25th April this application was also granted.

On 28th April, 1884, an act authorised the trustees of the Clyde Lighthouses to raise an additional sum of money.[3]

On 19th May an act (1) enabled the markets commissioners to enlarge and improve the markets and slaughter-houses; and to borrow £50,000 in addition to the £180,000 authorised by their previous acts; (2) enabled the corporation to construct

[1] 46 and 47 Victoria, c. 106. The Glasgow Corporation Loans Act, 1883.

[2] 46 and 47 Victoria, c. 156. The Clyde Navigation Act, 1883.

[3] 47 and 48 Victoria, c. 10.

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and lease additional tramways, and to apply for tramway purposes money raised or authorised to be raised under the tramways acts; and (3) authorised the annual accounts of the markets and slaughter-houses, the tramways, the police, the waterworks, the gas, the improvements, the municipal buildings, the parks and the bridges, to be made up as at 31st May in each year. The additional tramways authorised by this act, so far as formed, were made under arrangements with the burgh of Pollokshaws in 1882, and with the proprietor of lands adjoining the Coustonholm Road.[1] These tramways were opened on 15th September, 1882.

On 3rd July an act authorised the Clyde trustees to construct two additional wharves, the one called "Shieldhall Wharf," and the other "Dalmuir Wharf;" to acquire lands for that purpose; and to provide at Shieldhall cattle quarantine station cattle depots, timber yards, and conveniences. Shieldhall Wharf, and the lands authorised to be thus acquired, were declared to be included within the harbour; the borrowing powers of the trustees were extended to £6,250,000; and the provisions of the acts of 1858 and 1864 as to borrowing and sinking fund were applied to the extended borrowing.[2] A portion of Shieldhall Wharf was completed in 1886, and a quarantine station and cattle depots were also provided.

In this year the staff of the fire department consisted of 127 men, and it had 11 horses, 3 steam fire-engines, 15 manual engines, 6 hose and ladder carriages, 1 fire-escape, 14 hand reels, 1 carriage for tools and general purposes, 9 butts or water-carts, 82 fire alarms, 6 private fire alarms, and 9,213 yards of hose. There were also 3,562 fire-cocks, valves, and hydraulic hydrants. Of the above staff of 127 men, 50 were police constables. The regular permanent staff was thus 77. The services of the constables as firemen were dispensed with in 1891, after the municipal extension effected in that year.

In 1884 the total strength of the police force of the city was 1,042, an increase of 33 over that of 1879; and its cost for pay and clothing was £86,574 5s. 9d., an increase of £4,208 2s. 6d. over that in 1879.

On 15th May, 1885, 13 acres 1 rood and 4 falls of ground between Dumbarton Road and the Kelvin were acquired from the corporation, at the price of £65,810 19s. 4d., and the greater part of that area was added to Kelvingrove Park.

On 21st May, an act conferred additional borrowing powers on the police commissioners.[3]

An act also extended the time for the completion of the railways authorised by the Cathcart District Railway Act, 1880.[4]

[1] 47 and 48 Victoria, c. 25. The Glasgow Corporation Act, 1884.

[2] *Ibid.*, c. 91. The Clyde Navigation Act, 1884.

[3] 48 and 49 Victoria, c. 15.

[4] *Ibid.*, c. 79.

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By 1883 the consumption of water had become so great as to impress the water commissioners with the necessity for introducing additional supplies from Loch Katrine. While the Water-works Act of 1855 authorised the withdrawal of 50 millions of gallons per day from that source, it was found from experience that the original aqueduct as constructed could only pass 42 million gallons, and of that quantity 34 million gallons were being drawn and consumed. Eight million gallons, therefore, formed the only reserve, and could not be expected to meet the requirements for more than eight years. It was accordingly resolved to apply for parliamentary authority to duplicate the whole works, and to design them for an ultimate supply to the city of 100 millions of gallons per day. To obtain that quantity, however, it would be necessary, at the outset, to procure authority (1) to raise the level of Loch Katrine 5 feet, thereby increasing its storage from 50 to 70 million gallons a day; and (2) to convert Loch Arklet, which flows into Loch Lomond, into a reservoir discharging into Loch Katrine, by raising it 25 feet in level, so as to yield a farther supply of 10 million gallons per day. These additional 30 million gallons, with the 8 million gallons of unexhausted water authorised to be taken by the Act of 1855, would, it was anticipated, meet probable future demands for forty years, and it was not considered necessary to make immediate provision as to the source from which the remaining 20 million gallons a day, which the duplicated works would be capable of conveying into the city, should be taken. In the session of 1884-5, accordingly, a bill was promoted, and it received the royal assent on 31st July, 1885. It set forth the necessity for an increased supply of water, and empowered the commissioners to construct an additional aqueduct from Loch Katrine to Glasgow, following nearly the line of the old aqueduct, and additional lines of mains from the service reservoir to the city; to raise the level of the loch to a height of five feet above the four feet authorised by the act of 1855; to take therefrom, for the supply of the city and its suburbs, 70,000,000 gallons of water per day, in addition to the 50,000,000 gallons authorised by the act of 1855; to embank Loch Arklet to a height of twenty-five feet, and to take water from it into Loch Katrine; to construct various subsidiary works; to confirm agreements with the respective land owners and others interested; and to increase the borrowing powers of the commissioners from £2,000,000 to £3,000,000.[3]

[1] 48 and 49 Victoria, c. 136. The Glasgow Corporation Water-works Act, 1885.

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The powers conferred by this act presented the unusual feature that they did not limit the time for executing the works which it authorised. The several sections of the new aqueduct could be duplicated, in any desired order, so that the whole 50 million gallons which could be drawn from the loch as it then existed might be made available, even before the whole of the aqueduct was completed. The storage at the loch could be increased in two instalments—1st, by the raising of Loch Katrine; and, 2nd, by the embanking of Loch Arklet, and the laying of the pipes across the valleys on the line of the aqueduct and between the service reservoir and the town could follow. These works could be carried out from time to time as the demand for water arose. If that demand were not so great in the future as it had been in the past, the works could be spread over a proportionately greater number of years, and in this way it was expected that the whole might be carried out without increasing the rates.

While the act provided for the whole land required for the aqueduct and pipes being acquired within seven years, it permitted the execution of the works, as has already been indicated, to be spread over any number of years. Arrangements had been made with the proprietors of the lochs for raising the water 5 feet as regarded Loch Katrine, and 25 feet as regarded Loch Arklet, and the compensations had to be paid on the passing of the act; but the additional land to be submerged and occupied by works had not to be purchased till the works themselves were commenced, and these might be indefinitely postponed. The powers which the act conferred could not have been amicably obtained without the consent of the proprietors of the lands affected, but the negotiations with them were met in a spirit of the utmost courtesy and liberality, and were concluded on terms advantageous to the city. The mill-owners on the Teith also, with whom negotiations were opened previous to the introduction of the bill, expressed themselves satisfied with the compensation water secured to them by the act of 1855; and the mill-owners on the river Leven, who will be affected by the abstraction of water from Loch Arklet when the works there are executed, agreed to accept 9 inches of rainfall over the area of the watershed intercepted, or a uniform flow of 1,737,000 gallons per day, as a sufficient compensation. The interests of all the proprietors round Loch Katrine and Loch Arklet, and of all the parties interested in the additional water to be abstracted from these lochs, were,

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although with some difficulty, adjusted on the basis of money payments, or of additional compensation water.[1] The result of all these negotiations was that the act, involving an ultimate expenditure of a million sterling, and affecting several important water rights, passed both houses of parliament as an unopposed measure, with the exception of a trifling local objection.

The following table shows the capacity of Loch Katrine as dealt with under the act of 1855, and also as authorised to be dealt with by the act of 1885:—

	Under the Act of 1855.	Under the Act of 1885.
Top water level above ordnance datum,	368 feet.	373 feet.
Drainage area,	23,192 acres.	23,192 acres.
Area at raised level,	3,058·7 acres.	3,150·2 acres.
Range at level,	7 feet.	12 feet.
Storage capacity,	5,623,581,250 galls.	9,849,383,044 galls.
Storage capacity in inches of rainfall over drainage area,	10,688 inches.	18,719 inches.
Supply to city per day,	50,000,000 galls.	65,000,000 galls.
Supply to Auchray water per day,	5,000,000 galls.	5,000,000 galls.
Total supply,	55,000,000 galls.	70,000,000 galls.
Total supply in inches of rainfall over drainage area,	38·148 inches.	48·558 inches.
Number of days' supply stored,	102¼ days.	140¾ days.

[1] These money payments were (1) to the Duke of Montrose for water rights—(*a*) £10,000 for Loch Katrine and (*b*) £3,000 for Loch Arklet; (2) to the Baroness Willoughby d'Eresby, £10,000 for Loch Katrine; (3) to Mrs. Sheriff Macgregor of Glengyle, £250 for Loch Katrine; (4) to salmon fishery owners on the Teith, £2,330 and £270; (5) to the town of Stirling for fishings, £80 a year; (6) to the proprietors of Craigforth, £40 a year for fishings; and (7) to the Forth navigation commissioners, £4,500. The sums so paid to the owners around these lochs were exclusive of the value of the land taken from them. The sums paid for the water rights in Loch Katrine in 1855 amounted to upwards of £16,000.

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The new aqueduct authorised by the act to be constructed extends to 23 miles 4 chains and 4½ yards.

To complete the duplication of the works thus authorised, it was necessary to have an additional service reservoir near the city, and, as this was anticipated in 1881, the act of 1882 (45 and 46 Victoria, c. 87) was, as has already been mentioned, applied for and obtained. Operations in connection with the new reservoir were commenced in 1883, by the diversion of a part of the public road to Strathblane, which passed through the site, and by the diversion of the streams which flowed into it; and in July, 1886, the actual reservoir works were begun. This reservoir has a water surface of 86¼ acres, an available depth of water for the city of 40 feet, and at that depth a capacity of 700 million gallons. The embankment is 1,592 yards long, and 93 feet high above the bed of a small stream which flows through the site.

The works at Loch Arklet will consist of an embankment across the valley, placed at a considerable distance westwards of the present outlet of the loch, a discharge tunnel at the lower or Loch Lomond end, and a tunnel about 700 yards long at the upper end, by which the water will be drawn into Loch Katrine. The storage provided amounts to nearly 30 inches of rainfall upon the drainage area. It is therefore expected that 60 inches will be available on the average of three consecutive dry years, which will give 10 million gallons per day for the city and 1,737,000 gallons per day for compensation water.

In order to preserve the purity of the water drawn from Loch Katrine, arrangements were made with the proprietors of the lands within the watershed of the lochs, and were confirmed by the Water Act of 1892, under which, in consideration of payments amounting to £17,000, they became bound not to erect any additional dwelling-houses or other buildings within the watershed, extending to an area of 26,295 acres, or to feu or lease ground for that purpose, or to place on Loch Katrine a greater number of steamboats than are required for the tourist traffic, nor to give a right to any person not having a house within the watersheds to place boats of any kind on the lochs.

Towards the end of 1884 the government intimated their intention to introduce a Parliamentary Elections Redistribution Bill, and recognising in this announcement the befitting opportunity for having the boundaries of the city fully and impartially considered, as had been done in 1832, the corporation sought to press upon the government the duty of so defining these boundaries as to

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include the whole urban population of the city and its suburbs, with a reasonable margin for future extension. A short printed statement of the case, with an accompanying map, was submitted, through the Lord Advocate, and on 1st December, 1884, the bill was introduced in the House of Commons by the Prime Minister (Mr. Gladstone), who intimated that an enquiry would be conducted by commissioners as to what should be the boundaries of the Scottish burghs. The scope of the enquiry thus indicated was set forth in instructions to the commissioners, which were of the broadest and most satisfactory character. But, notwithstanding the remonstrances and protests of the Corporation, the enquiry thus indicated was not made. The commissioners held no enquiry of the kind promised, and the corporation were informed by General Bayly and the secretary to the Lord Advocate, who, on 16th December, came to Glasgow, apparently as the delegates of the commissioners, that the commissioners were foreclosed by their instructions from considering, investigating, and reporting as to the propriety of extending the parliamentary boundaries of the city beyond the limits assigned to it in 1832, with the addition, possibly, of the areas added for municipal and police purposes in 1872 and 1878. Against this injustice the Corporation protested, and, finding that the commissioners and their two delegates were powerless, they appealed directly to the Prime Minister and the Cabinet, praying for a full and free consideration of the position of the city and its suburbs as vitally affecting one of the largest and most important communities in the empire. But all that could be got in response to this appeal, though supported both by the conservative and liberal associations of the district, was the promise that, when a Local Government Bill for Scotland came to be proposed, the position and claims of Glasgow would be considered. Unable to appreciate the value of a promise, which nothing that has since occurred has shown to be other than absolutely valueless, the corporation declined to take any part in proceedings so evidently prejudged, and wholly at variance both with the assurances of the Prime Minister and the scope of the government's public instructions to the boundaries commissioners. The Redistribution Act,[1] passed on 25th June, 1885, therefore, did not extend the parliamentary boundaries of the city beyond its pre-existing municipal and police limits. Its extensive and populous suburbs were left in the counties, though as essentially burghal as were the suburban districts included within the parliamentary boundaries of Glasgow by the Reform Act of 1832.

Towards the end of this year the corporation promoted a bill in parlialiament for authority to construct additional tramways; and various negotiations took place between them and the tramways company, under which the latter agreed to lease, on the financial terms therein specified, such of the proposed tramways as might be authorised—the lease to endure till 1st July, 1894, when the lease of 1871 expired. An agreement to that effect, dated 21st April and 7th and 25th May, 1885, was completed during the progress of the bill, and the act received the royal assent on 6th August, 1885. By it the corporation were empowered to borrow £100,000 in addition to the £400,000 authorised by the previous tramway acts.[2]

[1] 48 and 49 Victoria, c. 23.

[2] 48 and 49 Victoria, c. 156. The Glasgow Corporation Tramways Act, 1885.

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In 1884-5 798 men and 171 horses were employed in the cleansing department of the city; the net cost of the department was £38,646; the capital expenditure was £122,251; and the material dealt with was 234,959 tons. The total cost of the department was £49,615 10s. 9d.

During the year 395 men were employed in lighting the city; the total number of lamps was 12,134, of which 8,885 were public and 3,249 were private; and the total quantity of gas consumed was 164,977,957 cubic feet. The total cost of the department was £46,149 17s.

Following upon the Tramways Act of 1885, another agreement was entered into between the corporation and the tramways company, of dates 2nd and 22nd September, 1886, under which the corporation engaged to construct the tramways therein described, and the company undertook to lease and work them till 1st July, 1894, on specified financial terms. These tramways were constructed and opened for traffic, some on 14th March, others on 26th July, and the remainder on 30th September—all in 1886. By the 24th of September 28 miles of double lines of tramways and a quarter of a mile of single line had been constructed and opened for public traffic; and one mile of tramway had been laid on public streets for accesses to stables—29¼ miles of tramways were thus in use, and 2½ miles were in course of construction. The total sum expended and in course of being expended at that time was about £345,000.

Mr. James Dick, manufacturer, Glasgow, acquired from Mr. John Miller of Fernhill, and conveyed to the corporation, with entry on 4th September, 48 acres 3 roods, forming part of the estate of Cathkin, bounded on the south and east by the public road leading from Carmunnock to Rutherglen, Cambuslang, and East Kilbride, and on the west and north-west by the lands of Castlemilk. In making this gift he stipulated that the park should be held in perpetuity as a place of resort for the community of the city; that the natural features and configuration of the ground should be preserved; and that it should not be used for football, cricket, and other similar games and sports. In accordance with his desire the public are permitted to roam all over the park, in which are provided seats, and also swings for the amusement of children.

On 1st March the Cathcart District Railway from the Central Station was opened as a double line, *via* East Pollokshields and Queen Street, to Crosshill, and thence to Mount Florida as a single line. The whole line to Cathcart was completed and opened on 25th May, 1886. The railway was subsequently made circular *via* Langside, Pollokshaws, and Shawlands, with double lines throughout, and the extension was opened on 2nd April.

On 15th March the City and District Railway, belonging to the North British Railway, was opened for traffic on 15th May. It is a circular line, partly underground from Queen Street, *via* Alexandra Park, Springburn, Maryhill, and Partick.

On 25th June an act recited the acts 29 and 30 Victoria, c. 327, the provisions of which had been carried into effect. It also recited certain provisions of the Roads and Bridges (Scotland) Act, 1878, but set forth the existence of doubts as to whether, under the provisions of that act, the Glasgow bridges, the administration of which had been continued by the town council, were transferred to the local authority of

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Glasgow as defined by that act. To remove these doubts, and vest the administration of these bridges in the local authority, and also to effect other necessary objects, it was provided—(1) That the bridges and undertaking of the Bridges trustees should be transferred to the magistrates and town council, acting under the Glasgow Police Acts, 1866 to 1885, and the Roads and Bridges (Scotland) Act, 1878; (2) that the Bridge trustees should cease to exist; (3) that Glasgow Bridge should be widened, and the necessary subsidiary works executed; (4) that the local authority should apply towards the expense of widening the bridge (*a*) the £25,000 paid by the Caledonian Railway Company under their (Gordon Street Station Connecting Lines) Act, 1875, with the interest accrued thereon, under deduction of expenses, and amounting, in whole, to £31,639, and (*b*) so much as might be necessary of a sum of £6,529, being the balance of the moneys invested in the name of the Bridge trustees, and paid over by them to the Glasgow local authority; (5) that any balance of these two sums which might remain after defraying the cost of widening the bridge should be applied towards the cost of managing, repairing, maintaining, watching, lighting, and cleaning the Glasgow bridges; (6) that whatever sum might be estimated by the local authority to be required over and above these two sums for the management, repair, watching, lighting, and cleansing of the bridges should be apportioned among and paid by the Glasgow local authority, and such other of the local authorities as might be determined in manner provided by section 88 of the Roads and Bridges (Scotland) Act, 1878; and (7) the Glasgow local authority were empowered to make bye-laws for regulating the traffic on the Glasgow bridges.

By this act also the magistrates, as trustees of James Yates, were empowered to sell the island of Shuna, and to pay the proceeds to the beneficiaries under his trust disposition and settlement.[1]

The bazaar which had been erected in Candleriggs in 1817 was rebuilt during this year.

On 11th November 1 acre and 14 falls of ground in Gray Street, adjoining Kelvingrove Park, were acquired from the trustees of Ross Ferguson at a yearly feu-duty of £437 16s. 6d., redeemable at 25 years' purchase (£10,945 12s. 6d.).

The Clyde trustees opened, during the year, a second public graving dock which had been authorised in 1873. It is 575 feet in length by 22 feet 10 inches on the sill at high-water spring tides.

In this year the number of firecocks in the city was 4,000, as compared with 152 in 1816; the length of hose belonging to the fire department was seven miles, as compared with 450 yards, or about a fourth of a mile, in 1817; and the annual cost of the fire department was £12,000, as compared with about £300 in 1820, and £364 17s. in 1825.

The number and tonnage of the ships which arrived in the harbour in 1886 were as follows:—sailing vessels, 1,302—tonnage, 259,354; steam vessels, 14,576—tonnage, 2,822,118. Total—15,878 vessels, 3,081,472 tonnage; a decrease since 1881 of 1,885 vessels, but an increase in tonnage of 23,939 tons.

On 29th March, 1887, an act was passed extending the periods limited by the

[1] 49 and 50 Victoria, c. 105.

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Clyde Navigation Act, 1883, for the compulsory purchase of lands, and for the completion of the railway thereby authorised; and conferring further powers on the trustees of the Clyde Navigation, and on the Clyde Pilot Board, with respect to the collection of rates and dues, the appointment of officers, and the erection of signals, &c.[1]

In 1886 a movement was commenced by influential citizens in Glasgow with a view to having an Exhibition of Industry, Science, and Art in the city during the summer of 1888,[2] and a guarantee fund was projected to meet whatever cost might be incurred in excess of the moneys drawn from the exhibition itself. The project was received with enthusiasm, and the guarantee fund, which the projectors modestly suggested to be £50,000, rapidly rose till it ultimately reached a sum of upwards of £251,800—Edinburgh and other municipalities contributing towards and actively supporting the scheme, which also met with liberal encouragement from noblemen and gentlemen throughout Scotland. Articles of Association of an "International Exhibition Association of Industry, Science, and Art" were submitted to and sanctioned by the Board of Trade on 28th January, 1887, and on the 31st of that month the Association was incorporated under the Companies Acts, 1862 to 1866. The corporation granted to the Executive Council of the Association the use of a part of the Kelvingrove Park as a site for the exhibition; and on 2nd May, 1887, the first sod was cut, and the erection of the necessary structures was energetically proceeded with.

The following acts were passed during this year:—(1) On 28th April, to extinguish a right-of-way over the lands of Woodilee, belonging to the parochial board of the barony parish of Glasgow, and to enable the board to make and maintain a footpath in lieu thereof, &c.;[3] (2) *inter alia*, to authorise the North British Railway Company to amalgamate the undertaking of the Glasgow City and District Railway

[1] 50 Victoria, session 2, c. 8. The Clyde Navigation Act, 1887.

[2] Three exhibitions of a purely local character had previously been held in Glasgow—(1) An Industrial Exhibition, held under the auspices of the Glasgow Philosophical Society from 24th December, 1846, till 9th January, 1847; (2) a similar Exhibition, held from 12th December, 1865, till the end of March, 1866. In this exhibition the exhibits were largely those of working men, and at its opening the then Duke of Argyle delivered an address; and (3) an Exhibition of Naval and Marine Engineering was held in the Corporation Galleries in the winter of 1880-81.

It may be interesting to contrast the number of persons who visited the exhibition in Glasgow with the numbers which attended other exhibitions held in this country—

London,	1851,	6,170,000
London,	1862,	6,117,450
Glasgow,	1888,	5,748,379
London,	1886,	5,550,649
Manchester,	1887,	4,765,137
London,	1884,	4,153,390
Edinburgh,	1886,	2,769,858
Liverpool,	1886,	2,468,098
Newcastle,	1884,	2,092,273

[3] 50 Victoria, sec. 24.

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Company, &c.;[1] (3) on 19th July, to authorise the Cathcart District Railway to construct a railway from their railway at New Cathcart to join the Caledonian Railway at Strathbungo;[2] and (4) on 8th August, to, *inter alia*, enable the Caledonian Railway Company to widen and extend the lines leading into their Central Station in Glasgow.[3]

By letters, dated 15th September and 21st November, 1887, the Marquis of Lothian, Secretary for Scotland, granted a commission to five commissioners to enquire "with reference to future legislation, what should be the boundaries for municipal and police purposes of the city of Glasgow." The commissioners, on 28th November and 5th December, personally inspected the boundaries of the city and the nine surrounding police burghs of Partick,[4] Maryhill,[7] Govan.[5] Hillhead,[7] Crosshill,[7] Kinning Park,[6] Pollokshields,[7] Govanhill,[7] and Pollokshields East,[7] and also the extended boundaries which Glasgow suggested should be included in the city; and on nineteen days in December and January, 1888, they heard the evidence of witnesses and the arguments of the representatives of the several parties interested. On 24th April, 1888, the commissioners issued their unanimous report, with an appendix, containing the whole evidence submitted to them, and that report and appendix were forthwith presented to both houses of parliament. The report, *inter alia*, recommended (1) that the city should be extended so as to include the whole continuous urban area of which the present city is the centre; (2) that the new boundaries should include all the police burghs formed round the city since the passing of the General Police Act of 1850, together with the adjoining portions of the counties of Lanark and Renfrew that are already built on, or will, at the present rate of progress, be built on within a short period of years; (4) that the town council of the extended city should have supreme authority over, and the sole power of municipal rating within the enlarged area; (6) that the whole property and assets of the present city and of the police burghs should become the common property of the extended city; and (7) that the whole liabilities of the present city and of the police burghs should be undertaken by the extended city. Further matters of detail were dealt with by other recommendations to which it is not necessary to refer here.

Early in the year the exhibition buildings were so far advanced as to be ready for the reception of exhibits, which came from all parts of the world. Her Majesty had been graciously pleased some time previously to become patron of the exhibition, and H.R.H. the Prince of Wales had accepted the honorary presidentship. Her Majesty was, however, unable to open the exhibition, and that function was graciously performed by their Royal Highnesses the Prince and Princess of Wales on the 8th of May. In addition to the police force, 10,452 men were under arms on the occasion, representing the regular army, the volunteers, and the boys' brigade.

[1] 5th July, 50 Victoria, c. 81.
[2] *Ibid.*, c. 129.
[3] *Ibid.*, c. 154.
[4] See Appendix A*a*.
[5] See Appendix B*a*.
[6] See Appendix C*a*.
[7] All these burghs were incorporated with the city in 1891 by the act 54 and 55 Victoria, c. 130. The City of Glasgow Act, 1891.

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On 22nd August, after formally opening the municipal buildings and receiving an address from the town council, Her Majesty visited the exhibition in state, and on the 24th she repeated her visit. The exhibition was closed on 10th November, after having been visited by 5,748,379 persons. Its drawings amounted to £225,928 15s. 2d.; its expenditure was £184,858 16s. 2d.; and the surplus, after realising all the properties and meeting all the obligations, was £44,141 11s., which was handed over to the corporation and applied towards the cost of erecting the museum of science and art on the site of the exhibition.

On 16th May an act amended the provisions of section 23 of the act of 1858 in regard to the election of trustees of the Clyde Navigation by shipowners and ratepayers, and enacted rules to be observed in these elections; it also repealed section 24 of that act, and enacted rules as to taking the poll.[1]

On the 16th of June the Queen's Jubilee was celebrated in the city; a religious service was held in the cathedral; a review of regular troops and volunteers took place on the Green; 6,000 poor persons were entertained to dinner; and a banquet and ball were given in St. Andrew's Halls. £7,404 were also contributed to the Imperial Institute fund.

On 28th June an act authorised the corporation (1) to make additions to the Tradeston Gas-works on the north of Lilybank Road, in the parish of Govan, and to make and maintain short railways from the railways of the Caledonian Railway Company to these gas-works; (2) to increase its borrowing powers under sections 33 and 35 of the Glasgow Municipal Buildings Act, 1878, from £400,000 to £560,000; (3) to lease for seven years the bazaar, the old clothes market, the bird and dog market, and the stalls, &c., therein; (4) confirmed a contract of excambion as to the Barony Church between the town council, the improvement trustees, the kirk session of the Barony Church, and the kirk session of the Inner High Church, dated 9th, 16th, and 29th November, 14th, 15th, and 22nd December, 1887, and 13th, 18th, and 20th January, 1888; and (5) empowered the corporation to hold, lay out, and maintain Cathkin Park as a public park.[2]

On the same day an act provided for the establishment of an infirmary in the parish of Cathcart, to be called the "Victoria Infirmary of Glasgow," and for the constitution and incorporation of governors of that institution and the management of its affairs; and to authorise the trustees of the deceased Robert Couper of Millholm to transfer to these governors certain portions of his estate.[3] This act was the result of a movement which took form in 1881, when a provisional committee was appointed to raise funds by public subscription to carry out the object of establishing an infirmary on the south side of the city. Towards it the trustees of Mr. Robert Couper of Cathcart contributed £38,987 9s. 8d., Mr. and Mrs. W. S. Dixon £8,500, Mr. William Stirling £5,000, Mr. Charles Kidston £3,000. Proceedings were thereupon adopted to obtain parliamentary authority to proceed with the

[1] 51 and 52 Victoria, c. 20. The Clyde Navigation Act, 1888.

[2] 51 and 52 Victoria, c. 23. The Glasgow Corporation Act, 1888.

[3] 51 and 52 Victoria, c. 36.

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undertaking. Operations under the act were commenced on 4th July by the cutting of the first sod; and on 14th February, 1890, the first portion of the infirmary, erected on the south-west corner of the Queen's Park recreation ground, was opened by the Duke of Argyle. Several new wings have since been added, and the cost of the infirmary, including the site and furnishings, amounted, in 1900, to about £83,000.

On 5th July an act authorised the North British Railway to construct a railway from the College Station to Bridgeton Cross.[1]

On 7th August an act conferred further powers on the Vale of Clyde Tramways Company, and for other purposes.[2]

On 10th August an act incorporated the Glasgow Central Railway Company for the construction of railways from the Dalmarnock branch of the Caledonian Railway to Maryhill, with branches to the railway depots at Stobcross, &c.[3]

This bill was deposited in parliament by private promoters to obtain authority to form a railway in tunnel under the leading streets of the city. But the corporation were strongly opposed to the project for many reasons, and, among others, that it would derange the drainage system of the city. At an early stage the Caledonian Railway Company identified themselves with the measure, and opened negotiations with the corporation with a view to obviate its opposition. As the result, an arrangement was come to under which the company, *inter alia*, undertook to bear the whole cost of rearranging the drainage system of the city, so far as that would be affected by the scheme. The engineer of the city, in consultation with Sir Joseph Bazalgette, M.Inst.C.E., accordingly devised a scheme under which the sewage of the north-eastern and eastern districts of the city were to be conveyed to Dalmarnock, to be there treated and disposed of in works designed by Mr. G. V. Alsing. The bill was passed by parliament, and the arrangements above indicated were afterwards carried into effect with the most satisfactory results.[4]

In this year the underground suburban railway of the North British Railway Company was opened.

Between 1884 and 1888, both inclusive, public sewers were constructed of the length of 5,677 lineal yards.

On 31st May, 1889, an act empowered the Caledonian Railway Company to subscribe moneys towards the undertaking of the Cathcart District Railway Company, and conferred upon the Caledonian Company certain other powers with respect to that undertaking.[5]

On 12th August an act authorised the making of a tunnel under the Clyde at

[1] 51 and 52 Victoria, c. 36.

[2] *Ibid.*, c. 164.

[3] *Ibid.*, c. 194.

[4] Writing in April, 1900, the engineer of the city says:—The area to be drained eventually into the Dalmarnock works is 3,465 acres, with a present population of 252,000. It is estimated that ultimately, when all the sewer connections are made, the quantity of sewage passing through the works daily will be 17 million gallons.

[5] 52 and 53 Victoria, c. 4.

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Glasgow, &c., so as to form a direct means of communication for passengers and vehicles between the two sides of the river.[1]

In 1889 the total strength of the police force of the city was 1,061, an increase of 19 over that of 1884; and its cost for pay and clothing was £88,930 14s. 10d., an increase of £2,356 9s. 1d. during the same period.

By deed of gift, dated 31st July, 1890, Sir John Stirling Maxwell presented to the police burgh of Pollokshields, for the recreation of his feuars in that district, a park containing 19 acres 1 rood 10 poles, which is called Maxwell Park. The commissioners lost no time in laying out and enclosing the ground, in the south-east corner of which they also erected a burgh hall. By the City of Glasgow Act, 1891, both East and West Pollokshields and the park were included within the city, and the park was taken over by the corporation, which has since effected considerable improvements upon it.

On 22nd May an act enabled the Cathcart District Railway Company to raise further money, and to create and issue debenture stock, and the Caledonian Railway Company to take and hold such stock, or to advance to the company by way of loan, &c.[2]

On 4th July an act, reciting the Court-houses Acts 6 William IV., c. 24; 19 and 20 Victoria, c. 35; 31 and 32 Victoria, c. 89; 35 Victoria, c. 6; 45 and 46 Victoria, c. 82; and 41 Victoria, c. 79, stated that the commissioners thereby constituted had erected, at the foot of Saltmarket, court-houses, offices, and buildings for the justiciary and sheriff courts at Glasgow, which are known as the "old courts," and had also erected court-houses, offices, and buildings, called the "new courts," for the accommodation of the sheriffs and justices of the peace of Lanarkshire and their officials, and also offices for the magistrates and town council of Glasgow and their officials. It also set forth that the corporation having paid over to the commissioners the debts and liabilities specified in the last-mentioned act, the commissioners had conveyed to the corporation the portions of buildings which had been erected for their accommodation. It further set forth that, in consequence of the increase of the business of the new courts, the commissioners needed to acquire the portions of buildings so conveyed by them to the corporation. Authority to do this was accordingly conferred by the act. The requisite powers of assessment, and powers to borrow, were conferred on the commissioners, and the apportionment as between the corporation, the county council of Lanark, and the burgh of Rutherglen was prescribed. The payments by the county council and by Rutherglen towards the expenses of carrying into effect the Court-houses Acts, this act, and 41 Victoria, c. 79, were also fixed.[3]

The demolition of the weir and lock on the Clyde in 1884 had a most injurious effect on the banks of the river, and necessitated the promotion of an act authorising the adoption of protective measures by making and maintaining river walls or embankments. This act was passed on 4th August, and authorised £50,000 to be expended in repairing and protecting the river banks, which had been broken down and washed away by the alteration of the water level and the change in the action of the river

[1] 52 and 53 Victoria, c. 166. Glasgow Harbour Tunnel Act, 1889.

[2] 53 and 54 Victoria, c. 19.

[3] 53 and 54 Victoria, c. 58. The Glasgow Court-houses Act, 1890.

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consequent on the removal of the weir. Besides the injury thus done to the banks of the river, the extra dredging of the harbour necessitated by the altered conditions of the up-stream flow had involved the Clyde trustees in large outlay.

On the same day an act authorised the Clyde trustees to construct a new road with tramways upon it in part substitution for certain roads and tramways authorised by the act of 1883; to abandon two graving docks which had been authorised; to construct and maintain a new graving dock immediately to the south of, and parallel with, the two existing graving docks, commencing on the west side of the entrance to the docks authorised by the act of 1883, and terminating at or near the east side of Maxwell Street, Govan; to abandon some of the works authorised by the act of 1883; and for other purposes. Under the powers conferred by this act the graving dock No. 3 was formed.[1] It is one of the largest of the kind in the United Kingdom. Its total length is 880 feet, the width at the entrance is 83 feet, and it has a depth of water of 26½ feet on the sill at high-water spring tides. The two docks previously constructed are 551 and 575 feet long respectively, and are 72 and 67 feet across the entrance respectively, with a depth of water on the sill at high-water spring tides of 22 feet 10 inches.

On the same day an act authorised the construction of an underground circular tramway, extending from the centre of the city westwards to Hillhead, Partick, Govan, and Kinning Park.[2] This line was completed on 14th December, 1896.

On 14th August an act confirmed a provisional order titled "The Glasgow Corporation Electric Lighting Order, 1890," granted by the board of trade under the Electric Lighting Acts, 1882 and 1888, to the town council as the authority empowered to supply gas in the city. By this order the town council were empowered to supply electrical energy within the whole of the city and royal burgh of Glasgow as then constituted, for all public and private purposes, subject to the conditions therein set forth, and to purchase and use lands for that purpose; to exercise the requisite powers of opening streets and constructing in them such boxes as might be necessary for the supply of energy, &c.; and to alter pipes and wires, &c., under streets. They were also laid under obligation to furnish sufficient supplies of energy to occupiers within the area of supply upon the terms and subject to the conditions therein set forth.

The same act also confirmed, *inter alia*, a provisional order titled "The Kelvinside Electric Lighting Order, 1890," granted by the board of trade to "The Kelvinside Electric Company, Limited," in respect of the district of Kelvinside.[3] The undertaking of this company was taken over by the Corporation in 1899 at the price of £37,000.

On the same day an act conferred further sanitary powers on the town council as police commissioners; empowered them to acquire lands in the barony parish for sewage purposes; to borrow £30,000 on the security of the police assessments for the

[1] 53 and 54 Victoria, c. 156. The Clyde Navigation Act, 1890.

[2] 53 and 54 Victoria, c. 162. The Glasgow District Subway Act, 1890.

[3] 53 and 54 Victoria, c. 199. The Electric Lighting Orders Confirmation (No. 14) Act, 1890.

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purposes of the police acts; and made the provisions of the Loans Act applicable to such borrowing.[1]

In 1875 a number of public spirited citizens formed themselves into a company to provide halls in the west end of the city, and, having acquired a large central site at Kent Road, Granville Street, and Berkeley Street, proceeded with the erection of a building containing a large main hall with adjoining smaller halls. The foundation-stone of the structure was laid with masonic honours on 22nd May, and the building was completed about two years afterwards, at a cost of about £101,000, and called the St. Andrew's Halls. In 1890 the company transferred the buildings, at the price of £37,500, to the town council, who expended upwards of £6,000 in improving and decorating the halls and in making alterations on the organ in the large hall. The hall contains accommodation for 4,500 persons.

On 10th October, 1889, the first meeting of the town council was held in the municipal buildings, the total cost of which, with its site and furnishings, as at 31st May, 1891, was £497,344 6s. 8d.

In 1889-90, 796 men and 185 horses were employed in the cleansing department of the city; the net cost of the department was £47,865, the capital expenditure was £151,059, and the material dealt with was 232,678 tons. The total cost of this department was £58,415 0s. 6d.

During this year 421 men were employed in lighting the city; the total number of lamps was 12,981, of which 9,658 were public and 3,323 were private, and the total quantity of gas consumed was 191,049,030 cubic feet. The total cost of this department was £41,733 5s. 9d.

During 1890 there were built for mercantile purposes at Glasgow 32 sailing vessels of 24,054 tons, and 135 steam vessels of 99,436 tons. Total, 167 vessels, with an aggregate tonnage of 123,490 tons.

By the Articles of Association of the Exhibition it was provided that any surplus which might exist, after defraying all liabilities, should be transferred to the corporation to be applied in or towards erecting, equipping, and maintaining a gallery of art or a museum of science and art, or otherwise in promoting science and art in Glasgow, in such a way and manner as might be determined by the members of the association. During 1890, accordingly, negotiations took place between representatives of the corporation and the association as to the application of the surplus, and on 27th November it was agreed, subject to confirmation by the corporation (1) that it, and whatever subscriptions might afterwards be obtained, should be applied to the erection of art galleries, a museum, and, if found practicable, a school of painting and design; (2) that the association should take steps to raise additional funds, to an amount at least equal to the surplus, so as to bring up the amount to £92,000 or more. On the other hand, the corporation agreed that, if that amount were raised within twelve months of the winding up of the association, they would grant a site on the ground which the exhibition buildings had occupied. It was further arranged (3) that the £92,000, or whatever additional sum might be raised, should be administered by an executive committee, appointed

[1] 52 and 53 Victoria, c. 221. The Glasgow Police Amendment Act, 1890.

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two-thirds by the corporation and one-third by the association; (4) that the executive committee should adjust a scheme of buildings and erect them, and that, when completed, they should be transferred absolutely to the corporation. In the event of the association failing to raise the £90,000, it was arranged that the exhibition surplus should be handed over to the corporation to be applied in terms of the articles of association. These arrangements were approved of by the corporation on 8th January, 1891, the Lord Provost, Sir John Muir, who had appealed to the citizens for subscriptions, intimating a subscription by himself of £12,000. The arrangements were also confirmed by the association on 2nd February, and the appeal for additional funds resulted in subscriptions to the amount of £70,247 10s. 6d. With the funds and the accruing interest proceedings were forthwith taken to procure plans of the proposed galleries, and to proceed with the necessary operations.

Chapter VIII.—1891-1900.

The act of 1891 having authorised the tramways to be worked by mechanical traction, a sub-committee was appointed in July to consider and report as to the future working, and, in August of that year, they reported their opinion that, after the lease then current had expired, mechanical traction—electric cable or compressed air—should be employed. After much enquiry, however, and having regard to the conflicting opinions which were found to prevail, it was ultimately decided that, when the tramways came to be worked by the corporation, the system of horse haulage should be continued.

On 11th November, 1891, the town council, as parks trustees, acquired from the trustees of William Broom and others, at the price of £8,000, the lands of Easter Kennyhill, extending to about 40 acres 3 roods $34\frac{7}{10}$ poles, adjoining the Alexandra Park, with a view to a portion being added to the park and a portion being feued for the erection of dwelling-houses. Twenty-five acres were added to the park, and 15 were conveyed to the improvements department, on which to erect dwelling-houses for the poorest classes of the community.

On 11th June, 1891, an act authorised the town council, as police commissioners, to acquire lands in the city for sewage purposes; to construct works for pumping, receiving, and treating the sewage; to sell or otherwise dispose of the products of the sewage as so treated; to borrow £100,000 for police purposes; to establish a sinking fund to pay off sums borrowed; to levy a sewage assessment of 2d. per £ on the rental of the city; to acquire 30 acres of land on which to erect buildings, stables, depots, loading-banks, &c., for police purposes; to distribute, utilise, and otherwise dispose of city manure; to increase the assessment authorised by section 39 of the police act of 1866 from 7½d. to 8d. per £; and to place the borrowing powers of the act under the provisions of the Loans Act, 1883.[1]

On the same day an act authorised the Clyde trustees to construct (1) a new road, with tramways upon it, in substitution for portions of roads and tramways authorised by the Clyde Acts of 1883 and 1890; (2) other roads, a railway and a

[1] 54 Victoria, c. 37. Glasgow Police (Sewage, &c.) Act, 1891.

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dock tramway; and (3) a quay or wharf at Clydebank. It also (4) authorised the abandonment of the railway and some of the works authorised by the acts of 1883 and 1890. The wharf at Clydebank has not yet been constructed.[1]

On 3rd July an act authorised the Glasgow and South-Western Railway Company to construct works, to acquire lands and raise money, and to acquire jointly with the Caledonian Railway Company the Shieldhall Branch Railway, &c.[2]

On the same day an act empowered the town council, as gas trustees, to acquire, *inter alia*, at the price of £202,500, the gas-works and whole undertaking of the Partick, Hillhead, and Maryhill Gas Company, including the ground and works which had formerly belonged to the then dissolved Dalmuir, Kilpatrick, and Bowling Gas Company, Limited, which first-mentioned company had, on 2nd May, 1871, been incorporated under the Companies Acts of 1862 and 1867, and had subsequently erected gas-works and manufactured and supplied gas within Partick, Hillhead, and Maryhill, and adjoining districts and places in competition with the town council as gas trustees. By this act the trustees were empowered to maintain and work the undertaking of the company as a part of their own undertaking, the limits of the district within which they might thereafter supply gas were extended over an area called "the supplementary supply district," within which the trustees might charge a differential rate for the gas supplied to it, and they were empowered at any time to sell the ground and works which had belonged to the Dalmuir, Kilpatrick, and Bowling Gas Company.[3]

On 21st July an act (1) incorporated with the city the police burghs of Govanhill,[4] Crosshill,[5] Pollokshields East,[6] Pollokshields,[7] Hillhead,[8] and Maryhill,[9] the several suburban areas known as Polmadie,[10] Mount Florida, Langside, and Crossmyloof,[11] Shawlands,[12] Strathbungo,[13] Bellahouston,[14] Kelvinside,[15] Possilpark,[16] Springburn and Barnhill,[17] and such other suburban areas, lands, and heritages as were included within the boundary

[1] 54 Victoria, c. 38.

[2] 54 Victoria, c. 89. The Glasgow and South-Western Railway (Additional Powers) Act, 1891.

[3] 54 and 55 Victoria, c. 99. Glasgow Corporation, Partick, Hillhead, and Maryhill Gas Act, 1891.

[4] Govanhill,	population,	14,339
[5] Crosshill,	,,	3,798
[6] Pollokshields East,	,,	6,681
[7] Pollokshields,	,,	3,028
[8] Hillhead,	,,	7,738
[9] Maryhill,	,,	18,330
Carry forward,		63,914
Brought forward,		63,914
[10] Polmadie,	population,	2,675
[11] Mount Florida, Langside, and Crossmyloof,	,,	8,161
[12] Shawlands,	,,	2,298
[13] Strathbungo,	,,	2,951
[14] Bellahouston,	,,	147
[15] Kelvinside,	,,	6,190
[16] Possilpark,	,,	7,346
[17] Springburn and Barnhill,	,,	8,659
Westthorn,		22
Total,		92,363

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therein described; (2) added portions of the lands to the first and second wards of the city, and formed the remainder into nine wards, numbered 17 to 25 inclusive; (3) empowered the town council, as police commissioners, to form the new wards into local districts, and to appoint a local committee for each district to discharge the duties therein specified, during five years following the commencement of the act; (4) appointed the city to be divided, after 1st January, 1896, into twenty-five wards, and appointed each of the wards, on the first Tuesday of November in that year, to elect three councillors who should retire in rotation; (5) appointed a valuation roll and register of voters to be made up for the whole extended burgh; (6) provided for the retirement and election of the councillors of both existing and new wards, and the election of magistrates and judges of police, in November, 1891; vested in the magistrates and council of the extended burgh all trusts, endowments, &c., previously vested in the magistrates and council of the city; extended the jurisdiction of the magistrates over the extended city; extinguished the separate jurisdictions of the magistrates and commissioners of police and authorities of the incorporated burghs and districts; transferred to the magistrates and council the properties and liabilities of the councils, commissioners, or authorities within the added district; extended to the enlarged city the provisions of the various acts then applicable to Glasgow; and transferred to the corporation the roads and streets within the added districts.

The act further (1) transferred the botanic gardens to the parks and galleries trustees, subject to specific provisions.

(2) Allocated the road debts applicable to the city in respect of the territory transferred from the counties to the city; provided for the payment to the county councils of the sums so allocated, and made other adjustments as between the city and the counties, and the officers of the counties and annexed burghs.

(3) Empowered the parks trustees to borrow £100,000 to enable them to pay off the debt due by the Botanic Institution; empowered the town council to borrow such sums as might be required to enable them to discharge the obligations imposed on them by the act, and the police commissioners to borrow such sums, as might in like manner be needed, to enable them to implement the obligations laid on them; and placed these borrowings under the operations of the Loans Act. It further conferred on the parks and galleries trustees, the town council, and the police commissioners, additional assessing powers to enable them to meet the obligations laid upon them, and to fulfil the requirements of the Loans Act.

(4) Empowered the town council to maintain and use the St. Andrew's Halls as public halls and offices, and the police commissioners to acquire, maintain, and use

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such other halls or public buildings as were then used in any of the added police burghs, and were not transferred to the town council.

(5) Empowered the police commissioners to provide and maintain such other halls or buildings as might be required for the purposes of the city.

(6) Empowered the parks and galleries trustees to provide and maintain additional public parks or recreation grounds.

(7) Required the police commissioners to take over and maintain the Belmont and Queen Margaret Bridges over the Kelvin.

(8) Required the parks and galleries trustees to enlarge the botanic gardens, and to provide a recreation ground in Maryhill.

(9) Required the police commissioners to pave the streets of Maryhill; to maintain the burgh buildings of Maryhill, Hillhead, and Pollokshields; to maintain a police station in Maryhill; and for five years a police station in Hillhead burgh buildings; and to acquire and maintain the Dixon Halls for Crosshill and Govanhill.

(10) Imposed on the parks and galleries trustees an obligation (*a*) to provide a recreation ground for Govanhill and neighbourhood; (*b*) to take over and maintain (1) the Maxwell public park, extending to over 19 acres, gifted to the district of Pollokshields by Sir John Stirling Maxwell of Pollok in 1890; and (2) the recreation grounds in Pollokshields East; and (*c*) to preserve for the use of the public the Queen's Park and the recreation ground connected with it, except as specially excepted.

(11) Imposed on the police commissioners an obligation (*a*) to provide a public hall for Mount Florida, Langside, Shawlands, and adjoining districts, and (*b*) to pave certain streets and roads in Pollokshaws and Strathbungo, &c. And

(12) Transferred to the corporation the works connected with the special water supply districts of Hogganfield, Springburn, Bishopbriggs, and Auchinairn.[1]

By this act 91,232 of a population—outgrowths of Glasgow—were added to the city; its area was increased by 5,750 acres; and its rental was increased by £596,645.

As a result of the amalgamation thus effected, the various public halls which had been erected in the police burghs incorporated with the city were transferred to it. These were (1) the burgh hall at Maryhill, which is capable of containing 800 people; (2) the burgh hall at Pollokshields, which can contain 360 persons; (3) the burgh hall at Hillhead, which can contain the same number. The burghs of Govanhill and Crosshill also possessed a hall capable of containing 1,000 persons, which had been presented to these burghs by Mr. Dixon for their exclusive use. But by the deed of gift it was provided that, in the event of these burghs being annexed to Glasgow, the halls were to be sold, and the price handed over to any hospital or infirmary which at the time might be established on the south side of the river Clyde. In conformity with that provision, these halls were sold to the city at the price of £7,000, for behoof of the Victoria Infirmary, and are now available as public halls for the district.

[1] 54 and 55 Victoria, c. 130. City of Glasgow Act, 1891.

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Besides these there are two district halls in the city, *(a)* the Eastern halls, connected with the police office buildings in Tobago Street, which can contain 400 persons; and *(b)* the Western halls, connected with the police office buildings in Cranston Street, which can contain 400 persons.

In 1887 the police burghs of Maryhill, Hillhead, and Partick had erected and opened an hospital at Knightswood for the treatment of patients labouring under infectious diseases. The amalgamation effected by this act, however, transferred to the city the rights of Hillhead and Maryhill in this hospital, which thereafter became the joint property of the city and Partick, and is managed by representatives of both.

Under the powers conferred by this act the corporation, on 1st November, took over the botanic gardens from the company of proprietors to whom they belonged, paying off the debt, and effecting considerable improvements upon them. They were placed under the administration of the parks and galleries trustees, to be kept open and maintained in all time coming as a public park, botanic gardens, and place of recreation for the use of the inhabitants of the city. These gardens originally belonged to the university—a piece of ground adjoining the old college in High Street having been set aside for the use of the lecturers on botany. In 1817 a company was formed to obtain more suitable ground elsewhere, and in the following year was constituted by royal charter "The Glasgow Royal Botanic Institution." The gardens, which extended over an area containing six acres, were situated between Dumbarton Road and Sauchiehall Street, and were opened in 1819. But in 1839 the directors acquired 21 acres 2 roods 7 poles of land from the trustees of the Kelvinside estate, and the transfer of the gardens to that site was completed in 1842. To meet the cost of removal, preparing the land, and providing plant houses, &c., about £8,000 was raised by public subscription. But after a time additional funds were required to enable the old plant houses to be replaced, and other necessary improvements to be effected, and towards these objects Mr. William Ewing made a handsome contribution. The gardens contained a winter garden known as the Kibble Palace, which was originally built by Mr. John Kibble at his residence at Coulport, but was removed to the gardens in 1871, and re-erected there with considerable enlargements. Financial difficulties, however, afterwards arose in regard to the conservatory and the erection of additional plant houses, when the directors appealed to the town council to aid them in the maintenance of the gardens as of public importance and benefit to the city. Under these circumstances the council procured for the directors a cash credit with the Clydesdale Banking Company, obtaining for their security an absolute conveyance of the gardens, qualified by a back bond. Subsequently the council from time to time advanced money to enable the gardens to be carried on, and when the act of 1891 was passed the debt, with interest, amounted to £59,531 14s. 4d.

Under burden of this debt, which then rested upon them, the gardens, which, with some smaller additions made to them after 1839, extended to about 24 acres, were transferred to the parks trustees. Since 1891 various improvements have been made upon them, and they have been enlarged by the

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following additions, viz.:—(1) 3 roods 28 poles acquired, at the price of £800, from Messrs. Taylor & Foulis; (2) 2 acres and 13 poles, acquired for £2,000, from the North Kelvinside Feuing Company; (3) 3 acres 1 rood 14 poles, acquired for £1,000; and (4) 1 acre and 20 poles between Kelvin Drive and North Woodside Road, conveyed by the proprietors of Kelvin Drive without any money payment. With these and other additions which are in process of arrangement, the gardens will extend to about 18½ acres of ground on the north side of the river Kelvin. That addition has been connected with the original gardens by a rustic bridge. The conservatory purchased by the directors of the gardens from Mr. John Kibble, of Coulport, for £11,000, and known as the Kibble Conservatory, was for a time used for concerts and public meetings. It has since been converted into a winter garden, which is open to the public. The area of the gardens, including recent additions, is upwards of 40 acres.

Adjoining these gardens on the east is the Queen Margaret College for ladies, incorporated under the Companies Act in 1880, and established in a mansion erected by the late John Bell. After his death the property was purchased by Mrs. Isabella Ure or Elder, widow of the late John Elder, engineer and shipbuilder in Glasgow, and presented in January, 1884, to the college, which is affiliated with the university of the city as extended by the City of Glasgow Act of 1891.

On 28th July an act authorised the use (1) of electrical power on the Glasgow street tramways, &c.;[1] (2) on 5th August another act empowered the Caledonian Railway Company, *inter alia*, in concert with the Glasgow and South-Western Railway, to purchase the Shieldhall Branch Railway;[2] and (3) an act authorised the Lanarkshire and Dumbartonshire Railway Company to construct a railway extending from the Glasgow Central line to Dumbarton.[3]

During the year 504 fires occurred within the city, causing an estimated loss of £110,000; and 35 fires without the city.

The population of the city at this decennial period was 656,185, an increase of 144,770 over that of 1881. Its rental was £4,033,554, an increase of £616,291 over that of 1881.

The revenue of the Clyde trust was £354,580 11s. 8d., an increase of £106,518 17s. 8d. over that of 1881.

The customs dues collected at the port was £1,392,953, an increase of £356,088 over that of 1881.

The number and tonnage of ships belonging to Glasgow registered at the port was 1,576 ships, and the tonnage 1,316,809 tons—an increase over that of 1881 of 318 ships and 489,374 of tonnage.

The number and tonnage of the ships which arrived in the harbour in 1891 were as follows:—Sailing vessels, 1,280—tonnage, 239,334; steam vessels, 14,855—tonnage, 3,135,775; total, 16,135 vessels, 3,375,109 tonnage—an increase over that of 1886 of 257 vessels and 293,637 tons.

During this and the preceding year extensive improvements were made by the

[1] 54 and 55 Victoria, c. 176. The Glasgow Corporation Act, 1891.

[2] 54 and 55 Victoria, c. 193.

[3] *Ibid.*, c. 201.

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town council on the Albion Street entrance to the City Hall. It was erected in 1840, and in 1855 an organ was built in it at a cost of £1,600. A new front to the building in Candleriggs was erected and other improvements were made upon the hall in 1886. It contains accommodation for 3,950 persons.

On 22nd January, 1892, the Boundary Commissioners for Scotland, by an order which was confirmed by parliament on 27th June, directed so much of the city as was situated in Renfrewshire to cease to be part of that county, and to form part of the county of Lanark.[1]

Under the powers conferred by the City of Glasgow Act, 1891, the corporation, on 15th May, acquired (1) from the trustees of W. Smith Dixon, at the price of £15,711 10s., 39 acres 1 rood and 4 poles of the lands of Mosesfield; and (2) from the trustees of Mr. and Mrs. James Reid, at the price of £4,998 15s., 16 acres 3 roods and 36 poles of the lands of Cockmuirhill and Howfauld, on which to form a public park for the Springburn district, utilising the margin for feuing purposes. Operations were shortly afterwards commenced to drain the lands and to form roads to it, and in May, 1893, the park, which is known as Springburn Park, was opened for public use. This park is situated on rising ground to the north of what was known as the village of Springburn, but is now a large manufacturing district with a population of about 23,000. About a mile from it is Possilpark, another industrial centre, with a population of about 11,000.

On 20th June acts of parliament, *inter alia*, vested the Bridge Street Station, Glasgow, in the Caledonian Railway Company, &c.[2]

On the same day an act authorised the magistrates and council, acting under the Glasgow Police Acts, 1866 to 1885, and the Roads and Bridges (Scotland) Act, 1878, (1) to take down Glasgow Bridge and to substitute a new and more commodious bridge of four arches, and of the width of 100 feet, and also to erect a temporary bridge for the accommodation of traffic during the construction of the new bridge; (2) to apply, as far as might be necessary, to the construction of these bridges, the moneys received from the Caledonian Railway Company under their Gordon Street Station Connecting Lines Act, 1875, and all other funds applicable to bridge purposes in the hands of the police commissioners; and (3) to levy assessments, and borrow and reborrow money, under the powers conferred by the Roads and Bridges (Scotland) Act, 1878. This act also scheduled and confirmed a memorandum of agreement between the Glasgow police commissioners and the magistrates and town council of Rutherglen, dated 31st March, 1892.[3]

On the same day the water commissioners obtained an act conferring power to construct deviations of the aqueduct authorised by their act of 1885, and to abandon so much of that aqueduct as was rendered unnecessary by the deviated work; to acquire lands, wayleaves, and other rights of property therefor; to supply water under pressure for motive power,

[1] 55 and 56 Victoria, c. 195.
[2] *Ibid.*, c. 98.
[3] 55 and 56 Victoria, c. 110.

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and to construct the works and lay down the mains necessary for that purpose; to confirm the agreements which had been made with the riparian owners at Loch Katrine for the purchase of their feuing rights within the watershed of the loch, so as to prevent pollution; and for these purposes to borrow a sum not exceeding £250,000, in addition to the £3,000,000 authorised by previous acts to be borrowed.[1]

On the 27th of the same month an act authorised the corporation, as parks trustees, and as police commissioners, to acquire, at the price of £54,600, 91 acres of land, forming part of the estate of Ruchill, for the purpose of a public park, and as a site for an hospital for infectious diseases, and to confirm an agreement and minute of sale entered into between the trustees of James Davidson of Ruchill, the parks and galleries trustees, and the police commissioners. By this act the parks and galleries trustees were empowered to lay out and maintain the portion of these lands acquired by them as a public park, to be called the Ruchill Park; and the police commissioners were empowered, on the portion of the lands acquired by them, extending to about 38 acres, to erect and maintain an hospital for infectious diseases similar to the Belvidere hospital in the east end of the city. The annual assessment authorised by section 25 of the Glasgow Public Parks Act, 1878, was by this act increased from 2d. to 3d. per £, and the assessment authorised by sub-section (2) of section 95 of the Public Health (Scotland) Act, 1867, was increased from 3d. to 6d. The parks and galleries trustees were empowered to borrow £230,000 under the Corporation Loans Act, 1888.[2]

Ruchill Park comprises 53 acres of undulating ground, bounded on the south and west by the Monkland canal. On the north a new road or street, named Bilsland Drive, extends from Maryhill Road to Possilpark, and on the east is the ground acquired as the site of the hospital.

On the same day an act conferred further police powers on the police commissioners, and on the magistrates and the magistrates committee of the city.[3]

On 28th June an act provided building regulations for the city, and authorised the police commissioners to make bye-laws for carrying into effect the objects of the act, subject to their being approved by the Secretary for Scotland.[4] Under the authority thus conferred, bye-laws were made and confirmed on 18th April, 1893.

On 11th November the corporation acquired from the trustees of Alexander Graham Dunlop, at the price of £2,089, 5 acres 2 roods 11 poles of the lands of Gairbraid, at the north end of Maryhill, and laid it out as a pleasure ground for the people of the district.

Under the powers conferred by the act 54 Victoria, c. 37,[5] the sewage purifica-

[1] 55 and 56 Victoria, c. 111. The Glasgow Corporation Water-works Act, 1892.

[2] *Ibid.*, c. 146. The Glasgow Corporation Act, 1892.

[3] 55 and 56 Victoria, c. 165. Glasgow Police (Further Powers) Act, 1892.

[4] *Ibid.*, c. 239. Glasgow Building Regulations Act, 1892.

[5] The Glasgow Police (Sewage, &c.) Act, 1891.

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tion works at Dalmarnock were commenced on 7th March, 1893, and were opened on 2nd May, 1894. These works occupy an area of about 30 acres, and were intended to deal with 10,000,000 gallons of sewage per day, or about one-fifth of the then quantity of city sewage, but were so constructed as to admit of extensions which would enable double that quantity to be treated. When in full operation they will drain an area of 3,465 acres, on which there was, at this time, a population of about 252,000.

In view of the tramways lease terminating on 30th June, 1894, it was arranged with the lessees, in 1887, that negotiations for the renewal should take place five years previous to the former date, so that, whatever might be the result, both parties might have time to make such arrangements as might be necessary. In 1889 accordingly the conditions on which the corporation were prepared to renew the lease were submitted to the lessees, but after lengthened negotiations it was found that an arrangement could not be come to. The corporation, therefore, on 12th November, 1891, resolved to exercise the power conferred by the Tramways Act of 1870 and work the tramways themselves. While intimating the resolution to the lessees, the corporation offered to take over from them, at a valuation as a going concern, their premises, stud, and general equipment, but as the lessees proposed to reserve right to run omnibuses in competition with the tramways, the negotiations for purchase were broken off in April, 1892. It then became necessary to proceed energetically with the providing of all the necessary appliances for carrying on the tramway service without interruption after the termination of the lease. This, of course, involved the securing of ground, and the erection of premises, stables, &c., the construction of cars, the purchase and training of horses, the provision of harness, the selection of grooms, drivers, conductors, and all the other appliances and officers needed for such a large undertaking.

Under the powers conferred by the Glasgow Corporation Electric Lighting Order, 1890, the town council acquired the works of Mavor & Coulson, Limited, in John Street and Miller Street, at the price of £15,000, and afterwards proceeded with the erection of new works in Waterloo Street, which on 25th February, 1893, were so far completed as to supply electric lighting to consumers.

On 29th June, 1893, an act of parliament (1) authorised the commissioners of police of the burgh of Govan to purchase portions of the Vale of Clyde tramways and of the Glasgow and Ibrox tramways in Lanarkshire, and to use mechanical power in all the tramways of the commissioners, &c.; and (2) confirmed Provisional Orders made by the Board of Trade under the Electric Lighting Acts, 1882 to 1890, relating to Partick.[1] By the orders thus confirmed, called the Govan Electric Lighting Order, 1893, and the Partick Electric Lighting Order, 1893, the commissioners of police of these respective burghs were empowered to supply the whole of these burghs with electric energy for all public and private purposes, and to acquire and use such lands, and to construct such works as were necessary to enable them to carry the orders into effect.[2]

[1] 56 and 57 Victoria, c. 69.

[2] 56 and 57 Victoria, c. 106.

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On 27th July the following acts were passed:—(1) To authorise the Glasgow, Yoker, and Clydedank Railway Company to extend their railway to Dalmuir, and to double their existing main line, &c.[1]; (2) to empower the North British Railway Company to substitute open cutting for tunnel over portion of their Charing Cross station, to acquire additional lands, &c.[2]; and (3) to enable the Caledonian Railway to widen the Dalmarnock branch railway across the Clyde, to acquire lands in Glasgow, &c.[3]

On 22nd August two new fire stations were opened in districts incorporated with the city by the City of Glasgow Act, 1891—one in Springburn, and the other in Maryhill. These, exclusive of the sites, cost £1,200.

On 24th August an act provided for the constitution, from and after the prescribed day, of the city and royal burgh of Glasgow as a county of a city; for the appointment of lieutenants and deputy lieutenants of the county of the city; for the granting of a commission of the peace and of quarter sessions to the county of the city, and for the cessor of the jurisdiction, &c., of lieutenants, &c., of other counties; empowered the Secretary for Scotland to make orders for bringing the act into operation, &c. In virtue of this act, Sir George Otto Trevelyan, Secretary for Scotland, on 15th November, appointed 30th November as the prescribed day for the purposes of the act.[4]

On 24th August an act authorised the construction of 7¼ miles of additional tramways, and the making of bye-laws and regulations with respect to the use and working of the tramway system. It also increased the borrowing powers of the corporation from £700,000 to £900,000. It empowered the parks and galleries trustees to appropriate and use as part of the botanic gardens a strip of ground lying to the south of the Garriochmill Road, forming the north bank of the river Kelvin, and so much of the bed of the river as is situated between the gardens and the lands on the north side of the river, which the corporation are empowered, by the City of Glasgow Act, 1891, to acquire.

The act further empowered the police commissioners (1) to form a new street between Alexandra Parade and Millburn Bridge, and to divert and close up portions of Townmill Road; (2) to erect offices for their health officers, and to borrow money therefor under the provisions of the Public Health (Scotland) Act, 1867, and the Public Health (Scotland) Amendment Act, 1871; (3) to borrow further moneys, viz.:—(*a*) £50,000 on the security of the statute labour assessment, (*b*) £200,000 on the security of the assessment leviable in virtue of sections 54 and 55 of the Roads and Bridges (Scotland) Act; (4) to make the borrowings of the £50,000 and £200,000 borrowing powers within the meaning of section 7 of the Loans Act; and (5) to alter and amend the provisions of the Municipal Elections Amendment (Scotland) Act, 1868.[5]

On 1st December the corporation acquired, at a cost of £12,200 2s., from

[1] 56 and 57 Victoria, c. 174.

[2] *Ibid.*, c. 175.

[3] *Ibid.*, c. 179.

[4] 56 and 57 Victoria, c. 188. The County of the City of Glasgow Act, 1893.

[5] *Ibid.*, c. 208. The Glasgow Corporation Act, 1893.

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Hutchesons' Hospital 3 acres 3 roods and 27 poles of ground on the east side of Langside Road, at Govanhill, and have laid it out as a recreation ground.

Between 1889 and 1893 public sewers were constructed to the extent of 8,008 lineal yards.

A balance sheet, showing the financial position of the corporation as at 31st May, 1894, stated its assets to amount to - - - £10,512,226 9 6

And its liabilities to be - - - - -	7,924,154	0	8
Leaving a free surplus of - - - - -	£2,588,072	8	10

That statement included, however, large properties, which, though representing great expenditure and valuable possessions, are unrealisable assets, dedicated in perpetuitity to public uses. Among them are public parks, the various collections of art, science, and natural history, the numerous buildings, erected under the authority of parliament, in which the business of the corporation has to be conducted, expenditure on streets, drainage, and other improvements, effected in many cases out of the proceeds of public taxation.

So far as the debt of the corporation has been contracted by the various trusts under its administration in virtue of parliamentary authority, modern practice requires that every statutory authority to contract debt, and to borrow money to meet it, shall be accompanied by the establishment of a prescribed annual sinking fund of such an amount as with accruing interest will extinguish the debt in a fixed period of years. The rate of each sinking fund is approximately proportioned to the nature of the work on which the expenditure of capital is made. Thus, for example, the rate is greater as regards expenditure on machinery or ordinary buildings than on water-works or bridges, which if properly constructed may be expected to last for centuries.

Negotiations between the corporation and the lessees of the tramways for an extension of the lease after its termination on 30th June, 1894, having failed, the corporation, on 12th November, 1891, resolved to undertake the working of the tramway system, and forthwith offered to take over at a valuation, as a going concern, on the termination of the lease, the whole of the company's heritable property, horses, plant, and general equipment. The offer was not entertained, however, and the corporation had, within a period of about two years, to provide stables for about 3,500 horses, about 300 cars and other vehicles, extensive workshops for the construction and repair of cars, and a large general store. All these requirements were, however, met. Nine sites were acquired, on which extensive depots, stables, and car sheds were erected at a cost of about £100,000. Of these sites, two were situated at Coplawhill and Kinning Park, two at Partick and Kelvinhaugh, three at Maryhill, Cowcaddens, and Springburn, and two at Whitevale and Dalmarnock. Upwards of 3,000 horses were purchased and trained for car service; stablemen, grooms, car drivers and conductors were engaged, and on 1st July, 1894, the tramway service of the corporation was commenced with an efficiency which left little to be desired.

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On 20th July, 1894, an act of parliament empowered the town council to adopt the Free Libraries Act.[1] Previous to this time three attempts had been made to adopt these acts—by a plebiscite (1) on 17th April, 1876; (2) on 9th May, 1885; and (3) on 27th April, 1888. But all these attempts had been negatived. On 3rd June, 1897, a motion having been made in the council to adopt the act was defeated.

On 17th August an act,[2] after referring to the powers conferred by the Glasgow Bridge Act, 1892, to take down the then existing bridge—the latest work of Thomas Telford—and to erect a new bridge in substitution for it, stated (1) that these powers had not been exercised, and that considerable expenditure would be saved by constructing the bridge in accordance with the deposited plans and sections; (2) that it would be for the public advantage that a weir or tidal dam, &c., should be erected on the Clyde to the east of Albert Bridge; and (3) that the corporation should be authorised (*a*) to construct additional tramways; (*b*) to close up portions of Garriochmill Road and Garrioch Road, and to appropriate and use as part of the Glasgow Botanic Gardens the *solum* of these roads; and (*c*) to borrow further sums of money. It thereupon authorised the police commissioners to remove the superstructure and foundation of the existing Glasgow Bridge, and to erect and maintain another of seven arches, eighty feet wide between the parapets, preserving the original facade and parapets of Telford's design, and having a double line of tramway thereon, connected with the existing tramways on either side of the new bridge; required the police commissioners, on the completion of the new bridge, to remove the temporary bridge constructed under the Bridge Act of 1892; repealed the powers of the police commissioners to construct the bridge and tramways authorised by the act of 1892; appropriated the £25,000 received from the Caledonian Railway in 1876, under the provisions of the Caledonian Railway (Gordon Street Station Connecting Lines) Act, 1875, with accumulated interest thereon, under deduction of costs, towards defraying the expense of the works authorised by this act; applied to the works authorised by this act, the assessing and borrowing powers conferred by the act of 1892, and confirmed the agreement between the police commissioners and Rutherglen; empowered the corporation to construct a weir or tidal dam across the Clyde, and to dredge and deepen the river, subject to the several conditions therein specified, and authorised the Clyde trustees to contribute £2,500 towards the cost; made the works authorised by the part of the act relating to the weir or tidal dam one undertaking with the Clyde embankments authorised by the Glasgow Corporation Act, 1890; extended the borrowing powers of that act from £50,000 to £90,000, and provided for its application; and empowered the corporation to form the additional tramways in the parish of Govan, and made new provisions for the protection of telegraph and telephone wires.

It also empowered the parks and galleries trustees, with reference to the provisions of the City of Glasgow Act, 1891, to stop up portions of the Garriochmill Road and Garrioch Road, and confirmed an agreement dated 5th, 6th, 18th, and 19th July,

[1] 57 and 58 Victoria, c. 20. Public Libraries (Scotland) Act, 1894.

[2] 57 and 58 Victoria, c. 176. The Glasgow Bridges, &c., Act, 1894.

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1894, between the corporation, the police commissioners, the Caledonian Railway Company, and the North Kelvinside Feuing Company, Limited.

And it farther empowered the parks and galleries trustees to purchase by agreement, and Hutchesons' Hospital to sell, the lands of Camphill, adjoining the Queen's Park, extending to 57 acres 3 roods and 38½ poles, including two small detached pieces of ground at Langside and Crossmyloof, and the pertinents of the Camphill lands

The act also conferred powers on the police commissioners, the parks and galleries trustees, the gas commissioners, and the water commissioners to borrow on temporary loan for the purposes and under the conditions therein specified.

It transferred to the improvement trustees certain lands and ground annuals, and the several rights belonging thereto, held by the police commissioners under their acts 1873 and 1877, subject to the conditions therein expressed, and required the improvement trustees to pay over to the commissioners the value of the lands and ground annuals as fixed by the certificate of the city engineer for the time.

Under the powers conferred by this act, the corporation, as parks trustees, acquired, on 15th May, from the governors of Hutchesons' Hospital, at the price of £63,000, the lands of Camphill, extending to 57 acres 3 roods and 38½ poles, and added them to the Queen's Park—the area of which, as thus enlarged, and including the recreation ground, extends to 148 acres.

Arrangements were also made for proceeding with the reconstruction of the weir, the removal of which in 1884 had proved so detrimental to the banks of the Clyde. The weir by this act authorised was one of the nature of a movable sluice, to cost about £60,000. The sluice resembles an ordinary arch bridge of three spans, with openings of about 80 feet, and headway 18 feet above high-water level at the centre of the arches. No locks are provided, and the river traffic will pass under the sluice. Owing to floods and other unavoidable causes the works have been seriously delayed, but it is anticipated that the work will be completed in 1901. When completed the weir will practically maintain perpetual high tide between Glasgow Green and Carmyle weir.

On the same day acts of parliament extended the periods limited by the Clyde Navigation Act, 1891, for the compulsory purchase of lands, and for the completion of the railway thereby authorised; conferred further powers on the Clyde trustees with respect to rates, &c.;[1] and authorised the Glasgow District Subway to raise additional capital, &c.[2]

On 16th September the corporation, as parks trustees, acquired, at the price of £500, from the North Kelvinside Feuing Company, 1 acre 3 roods 24 poles, adjoining the Botanic Gardens, and added the grounds so acquired to the gardens.

[1] 57 and 58 Victoria, c. 168. The Clyde Navigation Act, 1894.

[2] 57 and 58 Victoria, c. 174.

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The total strength of the police force of the city at this time was 1,304, an increase of 243 over that of 1889; and the cost for pay and clothing was £108,892 18s. 9d., an increase of £19,962 3s. 11d over that in 1889.

During this year there were 489 fires within the city, causing an estimated loss of £36,500; and 13 fires outside the city.

The average quantity of water supplied per day during the whole of this year, to a population of 886,798, was 45,089,830 gallons, as compared with 14,000,000 supplied in 1852 to a population of 360,000. But this increase in the consumption was largely due to an extension of its use for trade and manufacturing purposes. The quantity so used in 1852 was 3¼ gallons per head per day, and this had steadily increased till 1895, when it amounted to 17 gallons per head. In recent years the number of public urinals, watering-troughs for cattle, drinking fountains, ornamental fountains in the various parks, and public bathing establishments had greatly increased. The introduction of baths into modern houses erected for the well-to-do working classes, the compulsory fitting up of water-closets in the smaller class of houses, the supply of domestic water direct from the mains, and the general introduction of hot water throughout the better class of houses, had all tended to a more lavish use of the water. The fact that while trade supplies had largely increased, the consumption under the head of domestic and municipal purposes had remained nearly constant, showed that the efforts which had been made to prevent unnecessary waste, and to introduce a better class of fittings into the houses generally, had been attended with some degree of success.

On 15th May, 1895, the corporation, as parks trustees, acquired from the Incorporation of Bakers, at the price of £30,000, for the purpose of forming a public park and recreation ground, 6 acres 2 roods and 16 poles of the lands known as the Bunhouse grounds. These lands, which are separated from the Kelvingrove Park by the Dumbarton Road, have been laid out as a recreation ground for the use of the public.[1]

On 30th May, 1895, the hydraulic power station at High Street and Rottenrow for lifts and hoists was opened. It contained three 200-horse power engines, and cost £60,000.

On 14th June of this year the new bridge across the Kelvin at Kelvingrove was opened to the public.

[1] Council Records, 1895, p. 326.

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On 6th July an act[1] transferred to and vested in the corporation, as from 5th November, 1895, the powers of the police commissioners and of the several municipal trusts, viz. :—the parks trust, the improvement trust, the water trust, the gas trust, the markets trust, and of the corporation, acting under the Tramways Acts, the Diseases of Animals Act, 1894, and under any other acts, charters, or deeds, or at common law, and transferred these powers, with all the properties, rights, and duties, which had previously belonged to and been exercisable by these several commissioners and trustees. As thus transferred, these several trusts were appointed to be included in, and known and called by the name of "The Corporation of the City of Glasgow."

This act also (1) provided for the regulation of the office of town-clerk of the city and the appointment of stipendiary magistrates; (2) confirmed an agreement between the police commissioners of the burgh of Partick, and the district committee of the first or upper district of Renfrewshire, as to levying and applying assessments for constructing and maintaining a main sewer for the drainage of lands within the city, the burgh of Partick, and the first or upper district of Renfrewshire, to be known as Whiteinch Burn Drainage District, and contained a variety of police provisions which it made operative in the city.

In July of this year the harbour tunnel—power to construct which was obtained in 1889, and which was commenced in May, 1890—was opened for traffic.

On 14th October, Sir John Stirling Maxwell gifted to the corporation, as parks trustees, 1 acre 3 roods 24 poles of ground at Terregles Avenue, Pollokshields, as a recreation ground for the district.

On 11th November the corporation, as parks trustees, acquired from the trustees of Misses Elizabeth and Grace Steven of Bellahouston, at the price of £50,000, 178 imperial acres of land lying to the south of Paisley Road, for the purposes of a public park, to be called the "Bellahouston Park," subject to the condition that no part of the land should be feued, sold, gifted, or used for the erection upon it of any buildings, save such as might be necessary for the houses of lodge-keepers, caretakers, or gardeners, or buildings directly connected with the park. This park was opened to the public in 1896.

During this year 1,096 men and 262 horses were employed in the cleansing department of the city; the net cost of the department was £65,444; the capital expenditure was £65,444; and the material dealt with was 444,515 tons. The total cost of the department was £78,784 18s. 4d.

In lighting the city 548 men were also employed; the total number of lamps was 17,324, and of these 13,062 were public and 4,262 were private. The total quantity of gas consumed was 249,209,495 cubic feet, and the total cost of the department was £59,986 9s. 5d.

On 12th July, 1896, an act was passed to amend the Glasgow Juvenile Delinquency Act, 1878.[2]

[1] 58 and 59 Victoria, c. 143. The Glasgow Corporation and Police Act, 1895.

[2] 59 and 60 Victoria, c. 35. The Glasgow Juvenile Delinquency Prevention and Repression Amendment Act, 1896.

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In June, 1896, the Craigmaddie reservoir was formally opened, but the water was not turned on to it till 1st January, 1897.

On 7th August an act incorporated with the city a portion of the county of Lanark in the parish of Govan, lying to the south of the Glasgow and Paisley Joint Railway, extending considerably to the west of the burgh of Govan. The area so added extends to 450 acres, and had a population at the time of 610 persons and an annual value of £3,681. It contained Bellahouston Park, belonging to the city. It also confirmed an undertaking by the corporation to the county council of Lanark in reference thereto.

It also empowered the corporation to acquire certain properties in Ingram Street for fire brigade purposes, and a small piece of ground in Gallowgate for city improvement purposes; provided for the preparation of the register of municipal electors in such a way as to make it available for parish council elections; authorised the corporation as parks trustees to provide music in the parks, &c., and to expend thereon not exceeding £2,500 a year, and increased the maximum of the parks assessment from 3d. to 4d.; empowered the corporation (1) to contribute £5,000 towards the cost of erecting a building for the accommodation of the Glasgow School of Art; (2) to borrow for the purposes of the parks acts £200,000, and for police purposes £150,000, in addition to the moneys which they are empowered to borrow by the police acts; and (3) to exercise their present borrowing powers to the extent of £250,000 by borrowing on bills or promissory notes, and increased the municipal buildings assessments, under section 29 of the Glasgow Municipal Buildings Act, from one penny to one penny half-penny per pound.[1]

The bill for this act contained provisions to amend the sixth schedule to the Redistribution of Seats Act, 1885, in so far as it described the areas of the parliamentary divisions of Glasgow. But it was afterwards arranged with the Scotch office that this should be done by a public act. The Glasgow Parliamentary Divisions Act, 1896, was accordingly introduced, and passed into law on 20th July.[2]

On the same day also (7th August) acts were passed:—(1) To provide for the partition between the Glasgow and South-Western Railway Company and the North British Railway Company of the undertaking of the City of Glasgow Union Railway Company, &c.;[3]

(2) To confer further powers on the corporation, &c.;[4] and

(3) To authorise the corporation to acquire lands and construct works for sewage purposes; to raise further moneys, &c.[5]

[1] 59 and 60 Victoria, c. 199. The Glasgow Corporation (General Powers) Act, 1896.

[2] 59 and 60 Victoria, c. 17.

[3] *Ibid.*, c. 185.

[4] 59 and 60 Victoria, c. 199. City of Glasgow Union Railway Partition Act, 1896.

[5] *Ibid.*, c. 234. Glasgow Corporation Sewage Act, 1896.

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The bridge known as Rutherglen Bridge, erected in 1776, having been found to be insufficient for modern requirements, it was taken down, and a new bridge, 60 feet wide, with three granite arches, was erected at a cost of about £73,500. Of this sum the city contributed £58,145 9s. 1d., and the county council of Lanarkshire and the burgh of Rutherglen paid the remaining £15,354 10s. 11d. The new bridge was opened on 7th August, 1896. During the building of this bridge the requirements of the traffic were met by the erection of a temporary wooden bridge.

Encouraged by what was regarded as the success of the treatment of the sewage at Dalmarnock, and having no reason to believe that the undertaking by the government in 1877 to deal in a general measure with the treatment of town sewage was likely to be carried into effect, the corporation resolved, in the autumn of 1895, to renew their efforts to accomplish, so far as the city was concerned, and as might be possible, the purification of the Clyde. A bill was accordingly prepared and introduced to obtain authority to execute the necessary works, so far as regarded the north side of the river, and, after much negotiation and struggle, passed both houses, and received the royal assent on 7th August, 1896.[1] The scheme thus sanctioned enables the corporation to dispose of the sewage of Glasgow north of the Clyde, of Partick, the districts of Temple, Knightswood, Jordanhill, Scotstounhill, and Yoker, the landward part of Renfrewshire, Dumbartonshire, south of the canal, the burgh of Clydebank, Radnor Park, Bearsden, and also, if need be, Duntocher, Faifley, Old Kilpatrick, and Bowling. The drainage area dealt with in the act of parliament includes rather more than 9,000 acres, or about 14 square miles, and the dry weather flow of sewage will be 49 million gallons each day, allowing 60 gallons per day for each person, augmented occasionally by rainfall to 100 millions of gallons.

This act also empowered the corporation, as trustees, to borrow an additional sum of £600,000.

The works by which the important drainage operations thus authorised are to be carried into effect are (1) an outfall sewer about seven miles in length, commencing at the river Kelvin on the south side of Partick Bridge, and terminating in the lands of the corporation at Dalmuir; (2) a low-level intercepting sewer about three miles in length, extending from Saltmarket to a proposed pumping station at the Kelvin in Partick, to the south of Dumbarton Road; (3) a low-level intercepting sewer for the burgh of Partick, about two miles in length, extending eastwards from Whiteinch burn to the pumping station referred to; (4) a low-level intercepting sewer for the burgh of Clydebank, two and a quarter miles in length, extending westwards from the Yoker burn to the lands of Dalmuir; and (5) sewage works on their lands similar in principle to those at the Dalmarnock works.

These works will deal with the sewage of the central and western portions of the city, extending to 4,980 acres, and occupied by a population which at this time numbered 254,000; with the burgh of Partick, having an area of 977 acres and a present population of 44,000; with the burgh of Clydebank, having an area of 816 acres and a population at the time of 12,500; with a portion of Renfrewshire on the

[1] 59 and 60 Victoria, c. 234. The Glasgow Corporation Sewage Act, 1896.

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north bank of the river, extending to 322 acres; and also with so much of the area of Dumbartonshire, extending to the north of the city and the burgh of Clydebank and of such part of the area of Renfrewshire referred to as may afterwards be arranged to be dealt with. Under the powers which the act confers the sewage of Partick and Clydebank will be treated at the works of the corporation, and these burghs will impose a sewage assessment at the same rate as that levied in the city, handing over the proceeds to the corporation, but for seven years from the date when the works come into operation that assessment will not exceed 4d. per pound on the rental.

The number and tonnage of the ships which arrived in the harbour in 1896 was as follows:—Sailing vessels, 960; tonnage, 158,572; steam vessels, 15,430; tonnage, 3,789,910—total, 16,390 vessels, 3,948,482 tons—an increase of 255 vessels and 573,373 tons.

The following acts of parliament were passed in 1897:—

On 3rd June (1) To extend the periods limited by the Clyde Navigation Act, 1894, for the compulsory purchase of lands, and for the completion of the railway authorised by the Clyde Navigation Act, 1891;[1] and

(2) To authorise the Glasgow Harbour Tunnel Company to raise additional capital, and to confer on them further powers with reference to surplus lands, &c.;[2]

(3) On 5th July, *inter alia*, to enable the North British Railway Company to amalgamate the Glasgow, Yoker, and Clydebank Railway Company with the company;[3]

(4) To incorporate the Glasgow and Renfrew District Railway Company, and to authorise the construction of railways in Renfrewshire and Lanarkshire, &c.;[4] and

(5) On 6th August, to empower the corporation (1) to acquire certain lands, to stop up certain streets, and to vest the *solum* of them in the corporation; to borrow for the purposes of the Glasgow Improvements Act, 1866, and the Glasgow Bridge, &c., Act, 1894, sums not exceeding £103,245 18s.; to borrow for the purposes of the improvements which it authorised £560,000, and to levy for these purposes, equally between owners and occupiers, an annual assessment of one penny per pound; (2) to lease from the Govan commissioners (*a*) the Vale of Clyde or Govan Tramways, and the Glasgow and Ibrox Tramway, and (*b*) the extension of the latter tramway authorised by this act; to empower the corporation to make new tramways in Govan; to empower the Govan commissioners to make the extension of the Glasgow and Ibrox Tramways above referred to; to apply to the tramways authorised to be made by the corporation various sections of the act of 1893, and to the tramways authorised to be made by Govan various provisions of the Govan Burgh (Tramways) Act, 1893, and of the Glasgow and Ibrox Tramway Act, 1877; and to empower the corporation

[1] 60 and 61 Victoria, c. 31. The Clyde Navigation Act, 1897.

[2] *Ibid.*, c. 45. The Glasgow Harbour Tunnel (Further Powers) Act, 1897.

[3] 60 and 61 Victoria, c. 127. The North British Railway (General Powers) Act, 1897.

[4] *Ibid.*, c. 171. The Glasgow and Renfrew District Railway Act, 1897.

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to transfer property from one department to another on the terms and conditions therein specified.[1]

The objects of the clauses of the act sanctioning city improvements were *(a)* the dealing with insanitary districts in the centre of the city and on the south side of the Clyde, power to deal with which had either not been conferred by the Improvements Act of 1866,[2] or, if conferred, had not been exercised within the time specified in the act; *(b)* the widening of Nelson Street to 50 feet; and *(c)* the acquisition by agreement of lands to an extent not exceeding 25 acres within the city or within half-a-mile of its boundary for the erection upon them of dwellings for the poorest classes, at a cost not exceeding £100,000, including the price of the land purchased.

These insanitary districts were situated (1) on the north-west side of High Street and on the south side of Rottenrow; (2) on the south-east side of High Street; (3) on the east side of New Wynd, the west side of King Street, the north side of Osborne Street, and the south side of Trongate; (4) on the west side of Saltmarket and the south side of Bridgegate; (5) on the east side of Stockwell Street; and (6) on the south side of Adelphi Street.

A special committee was thereupon appointed to acquire the scheduled areas with a view to their reconstruction, with the result that all the properties authorised by the act to be acquired have been purchased at a cost (including claims for business disturbance) of nearly £300,000. About 87,000 square yards of ground (18 acres) were also acquired on which to erect dwellings for the poorer classes, and upon a portion of these lands 10 tenements, containing 153 dwelling-houses, have been erected.

On 15th May, 1897, the council, as parks trustees, acquired from the trustees of Mr. James Dunlop, of Tollcross, at the price of £28,894 5s., 82¾ acres of land on which to form a public park in the eastern district of the city of Glasgow. In the conveyance of these lands the corporation are prohibited, for a period of twenty years, from feuing any portion of them for the erection of dwelling houses or shops, or any building other than such as may be required for parks purposes. To this park an addition was made, in 1900, of 3 roods $29\frac{68}{100}$ poles of land at Great Eastern Road, acquired by the parks trustees at the price of £416 16s. 9d.

During this year the corporation acquired from the Glasgow Tramways and Omnibus Company, as from 11th November, the lease which they held from the commissioners of police of Govan of the tramway lines from old Paisley Road to Govan and Ibrox; of the stables at Govan; and also of the horses, cars, and other plant belonging to the company and employed on the Govan and Ibrox route. This acquisition brought the working of all the tramways in and around the city under the administration of the corporation, which at the same time acquired from the company their stables in Coustonholm Road, Pollokshaws, containing accommodation for 260 horses and 25 cars. To provide necessary additional accommodation for the tramway system, a new depot was erected in Paton Street, Dennistoun, with

[1] 60 and 61 Victoria, c. 215. The Glasgow Corporation (Improvements and General Powers) Act, 1897.

[2] 29 Victoria, c. 85. The Glasgow Improvements Act, 1866.

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accommodation for 393 horses and 48 cars, at a cost of £4,310. Considerable extensions were also made on the depots at Dalmarnock, Kelvinhaugh, and Partick so as to provide stabling for 326 additional horses and storage for 16 additional cars. The effect of these additional depots and extensions was to increase the total accommodation for 981 horses and 89 cars. Besides these some extensions of routes were made, portions of single lines were duplicated, and lines were extended.

In this and the previous year an exhaustive enquiry was instituted as to the best system of mechanical traction in operation in England, on the Continent of Europe, and in America, and, as the result, the corporation, on 6th May, 1897, adopted a report by the tramways committee in favour of the application of the electrical overhead system. In November the corporation accepted an offer of the Westinghouse Electric Company to supply the necessary electrical equipment of the cars on the Springburn route. The adoption of the system necessitated operations for renewing the tramway lines and making all the other necessary arrangements, and these operations are still in progress, though the cars along some of the routes have for some time been propelled by electricity.

By the City of Glasgow Act, 1891, the city, as then extended, was appointed to be redivided, as soon as might be after 1st January, 1896, into wards increased from 16 to 22. The lord provost, the sheriff of the county, and a commissioner to be named by the Secretary for Scotland, were appointed to make the necessary redivision. This was done by their order dated 21st April, and on the first Tuesday of November the whole council then in office retired, and a new council was elected on the following day.

On 22nd June the diamond jubilee of the Queen was celebrated in the city. The volunteers marched through the city; a banquet was held in the municipal buildings; the city was illuminated and fireworks were displayed; and on the following Saturday 90,000 children were entertained in the public parks, and each was presented with a bronze commemoration medal.

In 1897 the new sanitary chambers at the corner of Montrose Street and Cochrane Street were opened and occupied by the staff of the sanitary department of the city. It contains 37 rooms, occupied by the various officials, with waiting rooms, lavatories, and other apartments in the basement occupied for smoke testing, disinfecting, &c. The cost of the building, including the site, amounted to upwards of £34,000.

On 24th June 9½ falls of ground in Westbank Quadrant were acquired, at the price of £1,000, and were added to the Kelvingrove Park. As now enlarged, the park extends to 85 acres.[1]

In fulfilment of the arrangements entered into in 1891, the corporation granted a site in Kelvingrove Park for the new art galleries, and, as the result of a public competition, the architectural designs of Messrs. Simpson and Milner Allan, of London, were preferred. On 11th September, 1896, the Exhibition Association handed over the whole funds in their possession to the corporation, which thereupon assumed responsibility for completing the galleries. The preferred designs were

[1] See Appendix Z.

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thereupon proceeded with, and on 10th September, 1897, the memorial stone of the galleries was laid by their royal highnesses the Duke and Duchess of York. A scheme for the sculptural decoration of the galleries, under the supervision of Mr. George Frampton, A.R.A., has been adopted, and the whole structure is being pressed forward with a view to the galleries being made available as speedily as possible.

The success which attended the International Exhibition of 1888 stimulated the citizens in 1897 to take action with a view to holding another in the first year of the approaching new century, and the corporation was asked to facilitate the project by granting the use, for the purposes of the exhibition, of so much of the Kelvingrove Park and the adjoining grounds as might be necessary, and also to allow the Galleries of Art, then in course of erection, to be applied to the same purpose. This application was not only cordially granted, but the corporation expressed its warm sympathy with the project, and its desire to facilitate to the utmost its successful execution. A public meeting of the citizens was thereafter held in the City Chambers, at which it was resolved to hold an International Exhibition in 1901, to be conducted on lines similar to those of the 1888 Exhibition, and to proceed with the raising of a guarantee fund of as large an amount as possible for the purpose. Following the precedent established in 1888, the promoters of the exhibition suggested that a guarantee fund of at least £50,000 should be secured before any definite steps were taken, and the corporation agreed that, on this amount being obtained, they would subscribe £5,000 as was done in 1888. So enthusiastically was the project taken up by all classes of the community, that within a very short time, the fund reached over £500,000. Articles of association of an "Incorporated Glasgow International Exhibition Association, 1901," were submitted to, and sanctioned by, the Board of Trade on 20th May, 1898, and on the 2nd of June the association was incorporated under the Companies Acts, 1862 to 1890.

On 18th January, 1898, a building which had been in construction for some time on Glasgow Green, and which combined an art gallery and museum with a conservatory, was formally opened by the Earl of Rosebery. The museum and art gallery is a three-storeyed building of stone, connected with the conservatory, which is constructed of iron and glass, and is intended to form a winter garden, but is available for horticultural exhibitions and musical performances.

In May of this year the engineer of the water-works reported to the corporation:—

1. That in addition to the four lines of 36-inch mains then existing from Mugdock reservoir to the city, two were laid down from Craigmaddie reservoir to take up the supply to the higher levels of the city, and that one of these had been in use since 14th December, 1895, to supply the higher ground at Springburn.

2. That the Craigmaddie reservoir had been completed, and was begun to be filled on 11th June, 1896.

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3. That of the new aqueduct from Loch Katrine, extending to about 23½ miles, 16¾ miles were completed, and 6¾ miles were still in process of construction.[1] This aqueduct would be 1¾ miles shorter than the old one, and would discharge 70 million gallons per day. The old aqueduct discharged 40 million gallons per day, so that the total supply to the service reservoirs from both aqueducts would be 110 millions of gallons per day. Allowing for stoppages in the flow, for examination and repairs, however, only 100 million gallons per day could be calculated upon as available for the city.

4. That the outlet works at the lower end of Loch Katrine, including the building of a new masonry dam, by means of which the level of the water in the loch will be raised 5 feet above its present top-water level, had been contracted for in June, 1897.

5. That the re-formation of certain portions of the road on the north shore of Loch Katrine, which will be submerged when the level of the loch is raised, had been contracted for in March, 1898.

In the course of promoting the Sewage Bill of 1896, the corporation represented to parliament that, if its effort to grapple with the great problem of river purification, and the treatment, on a large scale, of town sewage received the sanction of the legislature, no time would be lost in maturing and submitting a corresponding scheme for dealing with the sewage of the city and adjoining districts on the south side of the river. Accordingly, in 1897, a bill to effect this object was prepared, after much negotiation, and submitted to parliament in 1898. This bill, which was unopposed, also received the sanction of the legislature, and the royal assent on 12th August.

This act[2] empowered the corporation to execute works for the treatment and disposal of sewage on the south bank of the Clyde, substantially similar to those on the north bank, and comprehends an area of 9,057 acres, or 14 square miles. The area to be dealt with includes not only the portion of the city south of the Clyde, but also the burghs of Govan, Kinning Park, Rutherglen, and Pollokshaws, with the districts of Cathcart, Thornliebank, Mansewood, Newlands, South Govan, and detached parts of the county of Renfrew. The works for the treatment of the sewage will be situated at Braehead, about a mile from Renfrew, and outfall and intercepting sewers will be constructed to convey into these works the sewage of the city and areas to be drained. The ultimate dry-weather flow from the districts enumerated will be 45 million gallons, averaging 61 gallons per day for each person,

[1] At the end of 1900, 22¼ of the 23½ miles were completed.

[2] 61 and 62 Victoria, c. 243. The Glasgow Corporation (Sewage, &c.) Act, 1898.

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which will be increased occasionally by rainfall to 89 millions. The land at Braehead is sufficiently extensive to provide room also for the sewage from the burghs of Paisley and Renfrew. Power is likewise conferred by the act to take land for that purpose; to abandon some, and alter other portions of the sewage scheme authorised by the Sewage Act of 1896; to prohibit the discharge of sewage into the Clyde or its tributaries after these works are executed; to prohibit the passage of injurious matters into the sewers; to authorise the imposition of assessments on owners and occupiers of land, &c., in Pollokshaws; to authorise the commissioners of Kinning Park to execute works for the interception and transmission of the sewage of that burgh into the sewers of the city, and to levy assessments to defray the cost; to make corresponding provisions as to the burgh and parish of Rutherglen and the Lanarkshire and Renfrewshire areas included in the drainage scheme. The works authorised by this act, along with those authorised by the acts of 1891 and 1896, were constituted one undertaking; the assessment to be levied for the sewage works was increased from 4d. per pound, as fixed by the act of 1896, to 6d. per pound; and the borrowing powers conferred by the act of 1896 are increased from £700,000 to £1,100,000.

The result of the sewage operations, authorised by the acts of 1891, 1896, and 1898, will be the interception of all pollution which at present enters the Clyde between Carmyle weir and Duntocher burn. For the collection and disposal of the 110 millions of gallons of sewage within this combined territory, there will, in addition to existing main and intercepting sewers, be constructed, under the acts of 1896 and 1898, 30 miles of new sewers, varying in size from 2 feet 6 inches in diameter to 10 feet, which have been calculated to discharge, in addition to the sewage, an amount of rainfall equivalent to one-quarter of an inch per day, or 189 million gallons of combined flow.[1]

The act also (*a*) increased the borrowing powers of the gas acts to £1,000,000, in addition to the moneys authorised to be borrowed by previous acts; and (*b*) authorised the corporation to insure its own properties, and to establish a fire fund for that purpose.

The council, as parks trustees, acquired at this time from the trustees of Mr. W. S. Dixon, at the price of £41,123 1s., 44 acres 8 poles of land on which to form a public park on the south side of the Clyde, opposite Glasgow Green. In accepting this price, the sellers were influenced by the consideration that the formatiom of a public park on the lands would increase the amenity and consequent value of their remaining lands. It was accordingly stipulated that the lands so acquired should be used exclusively for park purposes; that no part should be feued, sold, or leased for purposes of building, and that no buildings should be erected upon them save a park-keeper's house, a winter garden, or buildings consistent with the use of the lands as a public park, or for the formation of roads in connection with a new bridge over the Clyde at Glasgow Green. This park was formally opened on 27th September, 1899, and was named the Richmond Park.[2] It is connected with Glasgow Green by a footbridge across the Clyde, and has entrances at Rutherglen Road, opposite Logan Street and Dalmeny Street, and at Rutherglen Bridge. The main entrance, however, is at Polmadie Road.

[1] Appendix Q a. [2] Appendix Z.

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After considerable enquiry as to the different systems of mechanical traction in use on tramways, not only in this country but on the continent and in America, the corporation, in May, 1897, resolved to make an experiment of the overhead electric system on the Springburn and Mitchell Street lines of the tramways of the city, and in May of that year arrangements were made with the Westinghouse Company to provide the installation. In July, 1898, the corporation resolved to equip the High Street tramway route, then under construction, for electric traction, and to work it from the power-house which supplied the Springburn route. The contract with the Westinghouse Company was extended accordingly, and the necessary plant provided. The permanent way work on the Springburn and Mitchell Street route, including the relaying of the track with a heavier section of rails, the laying of the ducts for the cables, and also the binding of the rails, was done by the tramways department; and these lines were opened for electric traction on 13th October, 1898. The High Street line was opened in January, 1899. The experiment on the Springburn and Mitchell Street route proved so successful that, on 28th December, it was decided to extend electric equipment to the whole system.[1]

On 27th September, Mr. William Foulis, the engineer of the gas-works, reported to the Corporation that it had become necessary to provide additional works, and to acquire land for that purpose. The maximum consumpt of gas during 24 hours, which in 1874 amounted to 9,162,000 cubic feet, was in 1884 13,700,000 cubic feet; in 1894, 22,853,000 cubic leet; and in 1898, 31,354,000 cubic feet; while the annual consumpt during the same period had increased from 1,305,000,000 to 4,800,000,000 cubic feet. The maximum daily demand would, he estimated, be increased in about 15 years from 31,000,000, as at present, to 60,000,000 cubic feet. He also represented that the existing works, which had been gradually enlarged to meet this progressive increase, could not be further extended for want of space. The most suitable position for new gas-works he reported to be the low-lying ground along the Glasgow branch of the Caledonian Railway between the Monkland canal and the main line of that railway, and of this ground he recommended that there should be acquired about 98 acres on the west side and 12 acres on the east of the railway, making 110 acres in all. Upon this site works could be erected capable of manufacturing 40,000,000 cubic feet per day; and, if this were done, the Dalmarnock gas-works might be closed, and the site disposed of under reservation, possibly, of a portion to be retained as a gas-holder station. These works were inconveniently situated, and, as compared with the Tradeston and Dawsholm works, did not admit of the economical production of gas. The available producing power of the existing works would, at the then rate of increase of consumption, be exhausted within three years, and this time would be needed, after parliamentary authority was obtained, to erect the necessary new gas-works. Negotiations were afterwards opened with the proprietors of the lands referred to and with the North British and Caledonian Railway Companies, and the opinions of mining engineers were obtained in confirmation of the suitability of the proposed site for gas-works, after which the gas committee, on 17th October, recommended the corporation to apply to parlia-

[1] See Appendix G a.

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ment during the following session for powers to proceed with the erection of the necessary works. This recommendation having been approved of, a bill to confer the requisite parliamentary powers was prepared and proceeded with.

On 18th October the Secretary for Scotland, Lord Balfour of Burleigh, issued an order under powers conferred upon him by the Local Government (Scotland) Act, 1894, uniting the Barony and City parishes of Glasgow as from December following. This union proceeded on an application by the representatives of the City parish, dated 16th December, 1897, supported by the corporation of the city, in consequence of which an enquiry ordered by Lord Balfour took place on 18th July, 1898, and extended over three days. On the report of the commissioner the order for union was issued. On 20th December an election of the new council for the combined parishes took place. In terms of section 13 of the Local Government Act, the corporation had previously divided the combined parishes, so far as within the city, into nine parish council wards, each of which elected three parish councillors. The portion of the combined parish situated outwith the city elected four representatives, thus making the total number of parish councillors for the combined parish thirty-one.

Between 1894 and 1898, both inclusive, public sewers were constructed to the extent of 29,441 lineal yards.

During 1898 there were built for mercantile purposes at Glasgow 47 sailing vessels of 5,944 tons, 173 steam vessels of 139,196 tons—total, 220 vessels, with an aggregate tonnage of 145,140 tons.

In 1898 the corporation had under consideration the erection of a public hall for Springburn for the use of the inhabitants in the district, when an offer was made by an anonymous donor to contribute £12,000 for the erection in Keppochhill Road of public halls for the Springburn and Cowlairs districts, provided the corporation undertook to erect as soon as possible, at a cost of about £10,000, a winter garden in Springburn Park. This generous offer was gratefully accepted, and it was arranged that £2,000 of the gift should be paid to the department of police towards the cost of the halls, and £10,000 to the parks trustees towards the cost of the winter garden. On 16th January, 1899, contracts were entered into for the construction of the winter garden works, and these were opened on 6th October, 1890. This garden, with that known as the "Kibble Palace," in the Botanic Gardens, and that in the Queen's Park, contributed greatly to the attractions of the several parks.

On 5th January, 1899, the corporation resolved to proceed forthwith in adapting the whole of the tramways for the overhead system of electric traction, and having them, as far as practicable, in operation previous to the opening of the International Exhibition of 1901.

On the 20th of the same month, a new bridge over the Cart at Millbrae, to replace an old bridge connecting Langside with the district of Newlands, in Renfrewshire, was opened for traffic. This new bridge is 50 feet wide, while the old bridge was only 10½ feet wide. The cost of the former and of land acquired for the site was about £5,150, and towards the amount the county authorities contribute £1,300.

On 16th March, it was resolved that the tramways department should generate the electric power to be employed on the tramways, and, after being

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advised on the whole system of generating and distributing the current, the corporation acquired 18,997 square yards of ground near the canal at Port-Dundas, on which to erect a main electric generating station. This site is bounded on one side by the canal, and is connected with both the Caledonian and North British Railways. The scheme for generating and distributing the current provides for one main generating station and five sub-stations. Several of the existing tramway depots will be utilised for these sub-stations, and the existing buildings will be adapted for the purpose. All the operations necessary for the construction or adaptation of the requisite buildings are being pushed forward, and contracts for the power plant have been completed.

The first sod on the site of the exhibition of 1901 was cut on 22nd April, 1899, and the erection of the necessary structures was thereafter energetically proceeded with. Her Majesty the Queen was graciously pleased to become patron of the exhibition, and His Royal Highness the Prince of Wales, vice-patron. The participation of all the more important European countries was secured, and every section of the empire will be adequately represented.

By the articles of association it is provided that any surplus which may exist, after all liabilities are met, shall be given or transferred at the close of the exhibition to the corporation, to be applied by it to the promotion of art and science under their charge, or if it cannot be so applied, then for some charitable object.

In virtue of the powers conferred by the Glasgow Bridges Act, 1894,[1] the old Glasgow Bridge designed by Telford was removed, and contracts were entered into for the erection of a new bridge, which was completed and opened for traffic on 24th May, 1899—the eightieth anniversary of the birthday of Queen Victoria. This bridge, with its carriageway 50 feet broad, and two footpaths each of 15 feet, making a total width between the parapets of 80 feet, has seven arches carried on six piers and two land abutments, and cost about £100,000. During its construction the traffic was carried over a temporary wooden bridge at Jamaica Street, but when the new bridge was completed the temporary bridge was removed, and its materials were employed in the construction of a 50 feet bridge over the Clyde in line with the east end of Govan Street, and of another bridge 16 feet wide opposite the end of Polmadie Road.

On 6th June, 1899, an act was passed to authorise the Glasgow District Subway Company to raise additional capital, &c.[2]

In order that the corporation might have the exclusive right to supply electric lighting to the city, as it possessed a similar right as regarded gas lighting, negotiations were opened with the Kelvinside Electricity Company, Limited, for the acquisition of their works and rights, and an arrangement was entered into under which, conditionally on the sanction of parliament being obtained to the transfer, the corporation agreed to acquire the undertaking of the company at the price of £37,000.

As the result of repeated and urgent representations made by the corporation to the postmaster-general in furtherance of its application in 1893 for a license to

[1] 57 and 58 Victoria, c. 176.

[2] 62 and 63 Victoria, c. 9. The Glasgow District Subway (Additional Capital) Act, 1899.

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establish a local telephone service, the government appointed a commissioner to enquire and report as to the conditions of that service in the city and its neighbourhood. A lengthened enquiry was accordingly held, with the result that the commissioner reported in favour of the corporation receiving the license for which application had been made. Application was thereafter made by the government to parliament for authority to the postmaster-general to grant licenses to municipal corporations to establish telephone services in their respective districts, and this having been obtained on 9th August, 1899,[1] the first license under the powers thus conferred was granted to the corporation on 1st March, 1900, and steps were taken to obtain authority to borrow £120,000 to construct the requisite works.[2]

On 1st August an act empowered the corporation to acquire parts of the lands of Blochairn, Milton, and Blackhill, in Lanarkshire, extending to 121 acres, and parts of the lands of Garscube, in Dumbartonshire, extending to 9 acres or thereabout, and to construct new gas and residual product works thereon; to construct and maintain branch railways, roads, and bridges in connection with these works; to stop up and cross certain streets; to lay gas and water pipes in roads and bridges; to apply for these purposes such moneys as were authorised to be borrowed under the gas acts, 1869 to 1898; to confirm an agreement with the Caledonian Railway Company as to certain lands and roads; to abandon the Dalmarnock gas-works, and to sell or feu the site, and to lay pipes in streets not dedicated to public use.[3]

The works thus authorised, when completed, will be capable of manufacturing about 40,000,000 cubic feet of gas per day, which is more than double the quantity which can be produced in all the other existing works.

This act also empowered the corporation to borrow an additional sum of £250,000 for purposes connected with the water undertaking.

It further confirmed the transfer to the city of the undertaking of the Kelvinside Electricity Company; and authorised the corporation, with the approval of the Board of Trade, and, in the case of an undertaking belonging to any company, with the consent of the local authority of any district within whose district such company was authorised to supply electrical energy, to accept a transfer of such undertaking, and to supply electricity within such district, and to apply the moneys authorised to be borrowed under the gas acts, and also the rents and moneys receivable by them under these acts, for the purposes of the undertaking, as if such district were part of the area of supply under the Glasgow Corporation Electric Lighting Order, 1890. Under the authority thus obtained the corporation acquired the undertaking of the company. They also erected two new generating stations—one at Port-Dundas and another at Pollokshaws road—and laid down additional feeders and distributing mains in many districts of the city.[4]

On 1st August an act (1) authorised the construction of additional tramways, as part of the Glasgow tramways system, to the extent of about 19 miles of double

[1] 62 and 63 Victoria, c. 38. The Telegraph Act, 1899.

[2] See Appendix I a.

[3] 62 and 63 Victoria, c. 162. The Glasgow Corporation (Gas and Water) Act, 1899.

[4] See Appendix H a.

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track, including not only numerous extensions within the municipal boundary, but also extensions to Shettleston, Tollcross, Rutherglen, Cathcart, Pollokshaws, and Paisley; it also extended the borrowing powers of the corporation, for tramways purposes, from £900,000 to £1,400,000; (2) empowered the corporation to establish free public libraries in the city, and to bring the Mitchell Library under the provisions of the act; and to agree with the directors of Stirling's Library and of Baillie's Institution, or any other library within the city, to bring these libraries under the provisions of the act; appointed all libraries established under it to be open to the public free of charge; (3) empowered the corporation to make bye-laws as to libraries; to sell certain properties; to borrow for library purposes £100,000, and to apply to such borrowing the provisions of the Loans Act; and to levy an assessment of one penny per pound on owners and occupiers for library purposes.

The act also annexed to the city the area, extending to 45 acres, on a part of which is situated the public park called "Richmond Park," and also the area, extending to 331 acres, containing the site of new gas-works at Blochairn, and the lands of Blackhill and Kennyhill, which are the property of the corporation; and incorporated these lands with the adjoining wards of the city; provided for the conversion of corporation stock; increased the amount borrowable on bills from £250,000 to £500,000; increased the borrowing powers for parks purposes by £100,000; increased the parks assessment from 4d. to 4½d. in the pound; increased the powers to borrow for Clyde embankments and weir from £90,000 to £150,000; and for police purposes by £200,000.[1]

On 9th August an act authorised the trustees of the Clyde Navigation to construct a new tidal dock and river wall on the north side of the river; cross-ferry recesses or openings (*a*) at Holmfauldhead, on the south side of the river; (*b*) at James Street, Whiteinch, on the north side of the river; (*c*) at Govan vehicular ferry, on the south side of the river, in the harbour; and (*d*) at Govan vehicular Ferry, on the north side of the river, in the harbour; to acquire additional lands; to levy rates for Clydebank dock; to construct and maintain high-level cross-ferries at Whiteinch and Govan; to apply Clyde trust funds to the purposes of the act; to borrow £1,000,000, in addition to the £6,250,000 already authorised; to confirm an agreement between the Clyde Trustees, the Caledonian Railway Company, the North British Railway Company, and the Glasgow and South-Western Railway Company as to the construction of Princes Dock branch; to generate, purchase, and supply electric energy for the purposes of the undertaking; to provide for the extinction of fires in

[1] 62 and 63 Victoria, c. 166. The Glasgow Corporation (Tramways, Libraries, &c.) Act, 1899.

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the harbours, docks, or other works of the trustees; to limit the liability of pilots; to hire out cranes, &c.[1]

On the same day an act empowered the Paisley and Barrhead District Railway Company to construct new railways, and sanctioned an arrangement made with the Caledonian Railway Company under which that company undertook to manage and maintain these new railways in conformity with an agreement scheduled to the act of 1897.[2]

In November of this year a third section of the tramway system was opened for electric traction. The three sections thus opened pass through populous districts of the city, and have a close service of cars working upon them. The span wire system of overhead construction, with side poles, has been generally adopted, but in some places the span wires are suspended by rosettes attached to the buildings, while in others, where the streets are wider, centre poles are erected.

It is intended that, previous to the opening of the International Exhibition of 1901, a considerable portion of the whole tramway system will be converted from horse to electric traction.

The total strength of the police force of the city at this time was 1,360, an increase of 56 over that of 1894; and its cost for pay and clothing for the year to 31st May, 1900, was £113,654 15s. 2d., an increase of £4,761 16s. 5d. over that of 1894.

The numerical strength of the fire brigade was 116—consisting of a chief officer and 3 superintendents, 7 firemen, and 105 engineers, firemen and coachmen. The establishment possessed 11 steam fire-engines, 2 manual fire-engines, 10 hose and ladder carriages, 3 hand-hose carriages, 1 hose van, 6 general purposes carriages, 1 general tool and ladder carriage, 1,800 feet of leather hose, and 28,650 feet of canvas hose on engines and carriages, 630 feet of leather and 15,950 feet of canvas spare hose, 4 fire escapes, 485 feet of scaling ladders, 144 electric street fire-alarms, 40 horses, 5,061 2-inch fire-cocks, 754 double discharge valve hydrants, 22 treble discharge valve hydrants, 41 hydraulic and gravitation combination fire-cocks, and 5 hydraulic and gravitation combination valve hydrants.

In this and the previous year public sewers were constructed to the extent of 5,895 lineal yards. The general result of the sewerage operations within the city is that while in 1849 these extended to 70,400 lineal yards, or 40 miles, there were in 1900 219,432 lineal yards, or 124½ miles, of sewers.

In 1900 the last of the works authorised by the Water-works Act of 1885 were completed, except as regards the embankment of Loch Arklet and the introduction of its water into Loch Katrine. In their main features the water-works of the Corporation may be shortly described as follows:—

I. The Gorbals works which were acquired in 1855 from the Gorbals Gravitation Water Company have since been improved by the construc-

[1] 62 and 63 Victoria, c. 239. The Clyde Navigation Act, 1899.

[2] 62 and 63 Victoria, c. 255.

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tion of new filters and other works. II. The Loch Katrine works were authorised by the Water Acts of 1855 and 1885, and the other acts already referred to. By the first of these acts the commissioners were empowered to raise the loch 4 feet above, and to draw it down 3 feet below, its previous summer level; to take 50,000,000 gallons of water per day for the supply of the city and its suburbs; to construct a line of aqueduct and service reservoir at Milngavie; and to draw water from Lochs Vennacher and Drunkie to compensate the river Teith. By the second the commissioners were empowered to raise Loch Katrine 5 feet additional; to take 60,000,000 gallons of the water thus impounded (in addition to the 50,000,000 gallons authorised by the act of 1855) for the supply of the city, &c.; to construct a duplicate line of aqueduct and service reservoir; to raise Loch Arklet 25 feet above its present level, and to lead the water from it into Loch Katrine.

The aqueduct from Loch Katrine to the Mugdock reservoir, authorised by the act of 1855, is 25¾ miles long, 8 feet in width and height, and is capable of conveying 40,000,000 gallons per day. That to the Craigmaddie reservoir, authorised by the act of 1885, runs almost parallel with the other, and is 23½ miles long, 12 feet wide, 9 feet high, with arched roof, where not lined with concrete, and 10 feet wide by 9 feet high, with arched roof, where lined with concrete, and is capable of discharging 70,000,000 gallons per day. These aqueducts are thus capable of discharging 110,000,000 gallons per day into the two service reservoirs, which are about 7 miles distant from the city. The reservoir at Mugdock has a water surface of 62 acres, and a capacity of 500,000,000 gallons; that at Craigmaddie has a water surface of 88 acres, and a capacity of 700,000,000 gallons. The two reservoirs contain 24 days' supply at the rate of 50,000,000 gallons per day—Mugdock containing 10 days' supply, and Craigmaddie 14 days' supply. Six lines of 36-inch main pipes convey the water from the reservoirs to Glasgow, viz., four from Mugdock and two from Craigmaddie.

Under the authority conferred by the Water-works Act of 1892, the feuing rights within the watershed of Loch Katrine and Loch Arklet, extending to 26,295 acres, were acquired by the commissioners at a cost of £17,000, and the owners of these lands cannot now erect houses or other buildings upon them.

Hydraulic works, constructed at High Street, and first used in 1895, supply water under high pressure for working hoists, hydraulic presses,

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and other machinery. They consist of 4 large Lancashire boilers, with economisers; 3 sets of pumping engines, of 200 horse-power each; and 2 accumulators. Each of the pumping engines can, with a steam pressure of 150 lbs., pump 250 gallons of water per minute against an accumulator pressure of 1,120 lbs. The engines work independently, and deliver the water into either of the four 7-inch main pipes. About 17 miles of special pipes for the high-pressure water have been laid in the streets of the city; and the cost of the works has been upwards of £113,000. The quantity of water supplied during the year 1900-1901 was 125,788 gallons per day, and the revenue derived was £8,255.

Under powers conferred by the acts of 1866 and 1879,[1] works were erected on the lands of Westthorn, about 2½ miles above Glasgow Bridge, to supply millowners and others on the banks of the Clyde with water pumped from the river, in substitution for water which they had drawn from it previous to the removal of the weir in 1879. The machinery necessary to provide this supply consists of two pairs of compound tandem horizontal engines of about 100 horse-power each, with double-acting pumps, and four Lancashire boilers, with economiser and feed pumps. Each engine is capable of pumping 200,000 gallons of water per hour, into reservoirs about 60 feet above the level of the river. The average quantity of water pumped during 1900-1901 was 2,543,871 gallons per day. The cost of the works has been about £102,281, and the revenue drawn is £3,500 per annum.

Within the municipal area of the city on the north side of the Clyde the power to levy water-rate is unlimited. On the south side the domestic water-rate is restricted to 1s. per £ of the rental. The following are the rates which have been charged on the north side:—

In 1856-57,	1s. 2d.	In 1871-72 to 1886-87,	8d.
In 1862-63 and 1863-64,	1s. 4d.	In 1887-88 to 1889-90,	7d.
In 1864-65,	1s. 2d.	In 1890-91 to 1898-99,	6d.
In 1865-6 to 1869-70,	1s.	In 1899-1900,	5d.
In 1870-71,	9d.		

The rates levied on the south side of the Clyde have been—

In 1856-57 to 1869-70,	1s.
In 1870-71,	9d.

Since 1870-71 the rates have been the same as those levied on the north

[1] Pages 185-187.

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side. On both sides a public water-rate of 1d. per £, payable by the owner is levied on all property within the municipality.

Beyond the municipality the domestic rates have been reduced from 1s. 2d. to 10d. per £ on rental.

Meter rates have been reduced from a sliding scale beginning at 1s. per 1,000 gallons in 1861-62 to a present uniform charge of 4d. per 1,000 gallons, with a minimum charge of £2 per annum. Charges for shops, warehouses, &c.—Private taps, from 5s. to 10s., according to rental; taps common to more than one tenant, from 3s. to 5s., according to rental; water-closets, 3s. to 5s., according to rental.

Water is supplied free of charge to charitable institutions, and to twelve Corporation public baths and wash-houses. No charge is made for water used for cleansing purposes, watering streets, flushing sewers, &c.; and, on the other hand, no police assessment is levied on the value of water pipes, &c.

The financial development of the water trust is indicated by the fact that while in 1857 its capital account (including £525,380—the share capital of the old companies) was £752,693, it amounted in 1900-1 to £3,907,577.

The growth of the revenue, exclusive of that derived from the hydraulic power works and river supply works, is indicated by the fact that when the Loch Katrine water was introduced into the city, the

revenue was - - - - - - -	£71,449
while in 1869-70, with reduced rates, it was - - -	111,486
in 1879-80, with rates further reduced, it was - -	138,993
in 1889-90, ,, ,, ,, - -	171,256
in 1900-01, ,, ,, ,, - -	204,716

The population supplied with water in 1900-1901 is about 1,032,000, and the quantity sent in during the year averaged 56,344,681 gallons per day, of which 51,777,999 gallons were drawn from the Loch Katrine works and 4,566,682 gallons from the Gorbals works. The consumpt is equal to 54½ gallons per head per day, and of this 34 gallons is for domestic consumpt, and 20½ gallons for trade purposes.

The limits of supply under the act of 1855 include at present an area extending about 12 miles from east to west, and 16 miles from north to south. That area includes the royal burghs of Rutherglen and Renfrew, the burghs of Govan, Partick, Pollokshaws, Barrhead, Milngavie, Kinning

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Park, and the villages of Nitshill, Thornliebank, Cathcart, Cardonald, Mount Vernon, Carmyle, Tollcross, Shettleston, Millerston, Bishopbriggs, Auchenairn, Strathblane, Bearsden, Yoker, and Scotstoun.

The following tables show the capacity of each of Loch Katrine, Loch Arklet, Loch Vennachar, and Loch Drunkie, and other particulars connected with these lochs :—

(1) Of Loch Katrine.

	Under act 1855.	Under act 1885.
Top water level above ordnance datum,	367·92	372·92
Drainage area,	23,192 acres.	23,192 acres.
Area at raised level,	3,058·7 ,,	3,150·2 ,,
Range of level to which water may be drawn,	7 feet.	12 feet.
Storage capacity,	5,623,581,250 galls.	9,849,383,044 galls.
Storage capacity in inches of rainfall over drainage area,	10·6 inches.	18·7 inches.
Supply to city per day,	50,000,000 galls.	65,000,000 galls.
Supply to Achray water as compensation,	5,000,000 ,,	5,000,000 ,,
Total supply,	55,000,000 galls.	70,000,000 galls.

(2) Of Loch Arklet.

Top water level above ordnance datum,	480 feet.
Drainage area,	3,103 acres.
Area at present level,	207 ,,
Area at raised level,	409 ,,
Range of level,	25 feet.
Storage capacity,	2,059,306,708 gallons.
Storage in inches of rainfall over drainage area,	29·2 inches.
Supply to city per day,	10,000,000 gallons.
Compensation to Arklet water per day,	1,737,000 ,,
Total to be drawn from loch,	11,737,000 gallons.

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(3) Of Lochs Vennachar and Drunkie, from which compensation water is given to the River Teith.

LOCH VENNACHAR.

Top water level above ordnance datum,	269 feet.
Drainage area,	23,186 acres.
Storage capacity,	2,588,960,350 gallons.
Area of water surface,	1,025 acres.
Range of level to which water may be drawn,	11 feet 9 inches.

LOCH DRUNKIE.

Top water level above ordnance datum,	416 feet.
Drainage area,	1,500 acres.
Storage capacity,	773,750,063 gallons.
Area of water surface,	138 acres.
Range of level to which water may be drawn,	25 feet.

The quantity of compensation water is 42 million gallons per day.

Under powers conferred by the Glasgow Corporation (Gas and Water) Act, 1899, lands have been acquired for the new gas-works at Provan, and also for the additional residual product works at Dawsholm,[1] at a cost of about £70,000. Contracts have also been, or are about to be, entered into for the construction of the first section of the new gas-works, at an estimated cost of £350,000. The first section of these works will take about three and a half years to complete. The remaining sections will be proceeded with as occasion requires, and it is estimated that the cost of the entire works when completed will not be less than 1,000,000.

Under the authority conferred by the act 59 and 60 Victoria, c. 199, a new central fire station was erected and opened on 5th May at a cost of £60,000.

Further extensions of the tramways are being contemplated by the Corporation. The system has never been confined within the boundaries of the city. Of the original tramways, 22 per cent. were constructed beyond their boundaries as they existed at the time, and the act of 1899 authorised the Corporation to extend their lines to Paisley, seven miles distant from the centre of the city, and also to Cathcart and Rutherglen. In the bill which is to be promoted in the next session of parliament power is sought to make further extra-mural extensions to the extent of 13 miles of double track. These include lines to Renfrew, Clydebank, Bishopbriggs, and Cambuslang—all several miles beyond the municipal boundaries. These extensions, it is needless to say, have been proposed with the cordial assent of the local authorities of the burghs and of the county councils whose jurisdiction extends over the roads on which the tramways are proposed to be laid. The arrangement with these authorities, it may be explained, is that the Corporation shall have the use of the streets and roads in perpetuity, giving a good car service at the same fares as are charged generally in the city, and maintaining the streets and roads on which the tramways are laid to a distance of 18 inches beyond the outer rails.

[1] These lands are referred to in the second paragraph of p. 238.

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The tramways department has workshops in which all necessary repairs are made by its own workmen, who also build its own electric cars. To meet the pressure of anticipated work in connection with the Exhibition, however, it has been deemed expedient to obtain a number of electric car bodies from English makers.

An ample service of special workmen's cars has been provided—to be extended, of course, from time to time as the necessity arises. Fixed stopping places have been adopted along all the tramway routes. These are generally about 200 yards apart.

The construction of the main drainage works authorised by the acts of 1896[1] and 1898[2] are being proceeded with as rapidly as possible, and are expected to be completed in four years.

In virtue of the powers conferred by the Glasgow Corporation (Tramways and Libraries) Act, 1899, the corporation, on 23rd April, 1900, resolved to establish free libraries in the city, and to levy for that purpose the assessments authorised by the statute. It is intended to form branch libraries and reading rooms, and to retain the Mitchell Library as a central reference library.

The erection of the hospital at Ruchill, previously referred to,[3] was commenced in 1895, and it was opened on 13th June, 1900, by Princess Christian of Schleswig-Holstein. The hospital, which was designed by Mr. A. B. M'Donald, city architect, consists of twelve large pavilions, each containing 30 beds, and four small pavilions, each with 12 beds. In each pavilion are two acute and two convalescent wards. The buildings occupy an area of 34 acres, and stand on an elevation at the highest point of 265 feet above the level of the sea. The cost of the buildings was over £250,000, exclusive of furnishings and the laying out of the ground.

The art galleries in the Kelvingrove park, the memorial stone of which was laid by the Duke and Duchess of York on 10th September, 1897,[4] are nearly completed with a view to being available for the reception of works of art at the International Exhibition of 1901.

In this year the following acts of parliament were passed:—

On 10th July an act conferring further powers on the Glasgow and South-Western Railway Company for the construction of works and the acquisition of lands, for extending the powers of the Glasgow and Renfrew District Railway Company, for the compulsory purchase of lands, for empowering the Glasgow and South-Western Railway Company to raise additional capital, &c.[5]

On 30th July an act to amend and extend the provisions of the Glasgow Police Acts, 1866 to 1899, relating to streets, sewers, and buildings.[6]

On 6th August an act to authorise the North British Railway Company, *inter alia*, (1) to double the company's line from College Street eastwards under the cattle market to near Whitevale Street, (2) to make a short branch into the old barracks in Gallowgate, (3) to shut up Fountain Street, Claybrae, and Burnside Street, and (4) to acquire certain land in the city.[7]

[1] *Antea*, p. 228. Appendix, p. 95.
[2] *Antea*, p. 233. Appendix, p. 95.
[3] Page 219.
[4] *Antea*, pp. 231, 232.
[5] 63 and 64 Victoria, c 82.
[6] *Ibid.*, c. 150. The Glasgow Building Regulations Act, 1900.
[7] *Ibid.*, c. 209.

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On the same day the Caledonian Railway Company were authorised, *inter alia*, to acquire, for the extension of their Buchanan Street station, a large extent of ground within the area bounded by Buchanan Street, Port-Dundas Road, Milton Street, Dobbie's Loan, and Parliamentary Road, and to close up the streets within that area.[1]

The corporation having resolved to establish an Inebriates Reformatory, under the provisions of the Inebriates Acts, 1879 to 1899, it was represented to the Secretary for Scotland that these acts were defective, inasmuch as they did not enable assessments to be levied and money to be borrowed for the purpose. He accordingly introduced and carried through parliament an act to amend these acts, and to confer the requisite powers. It received the royal assent on 30th July of this year.[2] The estate of Girgenti was acquired for the purposes of a reformatory, and the mansion house having been altered and adapted for the purpose was certified on 18th December, 1900. The cost of the estate and of the alterations on the house have been about £8,000.

On 15th May, 1900, the corporation acquired from the trustees of Mr. James Reid 28 acres of land in Springburn, at the price of £7,006 5s., and added the greater portion to the Springburn park, the total area of which, as thus enlarged, is 76 acres. Of the 28 acres, six were transferred to the improvements department at the price of £1,557 16s. 3d. for the erection of dwelling-houses for the poorer classes.

On the same day the corporation also acquired from the trustees of Mr. James Dunlop about an acre of land for the Tollcross park and accesses, at the price of £417. The park extends to about 83½ acres.

The authority applied for to borrow £120,000 to meet the cost of the requisite telephone works having been obtained on 12th April of this year, the necessary works were commenced in June, and arrangements were made for their opening in August, 1901. Details as to this undertaking will be found in the Appendix.[3]

The roads in 1863 within the parliamentary boundary and ancient royalty of the city under the charge of the city authorities extended to 96 miles, while the turnpike roads under the charge of trustees extended to 20 miles, making 116 miles in all. But at this time the roads within the municipal boundaries extend to 214 miles, and there are no roads under the charge of road trustees.

The railways, which in 1862 extended within the parliamentary boundary to 6 miles 16 chains and 13 feet, and within the royalty beyond that boundary to 4 miles 64 chains and 33 feet, or in all to 11 miles and 46 feet, extend at this time within the municipal boundary to 54 miles and 40 chains.

The canals, which in 1862 extended within the parliamentary boundary to 3 miles 2 chains and 16½ feet, and within the royalty beyond the parliamentary boundary to 43 chains and 16½ feet, or in all 3 miles 45 chains and 33 feet, extend at this time to 6 miles 60 chains.

In this year the number of street lamps was 19,418; 710 men were employed in that branch of the public service, and the cost was £81,040 18s. 10d. Sixty years

[1] 63 and 64 Victoria, c. 249.

[2] *Ibid.*, c. 28.

[3] See Appendix I a.

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previous there were 3,301 lamps. In 1854-5 the cost of lighting was £8,515 5s. In 1869-70 there were 10,657 lamps, 294 men were employed, and the cost is stated at £29,246 5s. 2d. The subsequent increases in the number of lamps and men and in the cost are given in the Appendix.[1]

The lighting of public streets by electricity was introduced in 1893, and at that time 266 lamps were so lighted; but at this time 467 additional lamps have been employed or have been authorised.

During recent years incandescent gas lighting has been largely introduced, and 2,500 lamps are so lighted.

In 1900-1, 1,273 men and 279 horses were employed in the cleansing of the city, at a cost of £87,245—an increase over 1896 of 177 men, 17 horses, and £1,801.[2]

In 1900 there were 695 fires in the city, resulting in an estimated loss of £320,000.[3]

The revenue of the Clyde Navigation Trust for this year was £441,419 10s. 6d.[4] That collected at the customs was £960,854 8s. 10d., and the number of registered ships belonging to Glasgow was 932, with a tonnage of 523,831.[5] The number of ships arriving at the harbour was 15,899, and the tonnage was 4,361,597 tons.[6]

[1] Appendix L a, 1818-1900.

[2] Appendix M a, 1817-1900; see also p. 87.

[3] In Appendix P a will be found a statement of the number of fires which have happened since 1870.

[4] Appendix S a, 1770-1900.

[5] Appendix T a, 1796-1900.

[6] Appendix U a, 1828-1900.

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APPENDIX.

A.

Page 2.—Mayne's Wynd got its name from John Mayne, the proprietor of the ground through which it was formed. After King Street was formed in 1722, the alternative name of Back Wynd came into use. The Old Wynd had the alternative name of Lindsay's Wester Wynd, to distinguish it from Lindsay's Easter Wynd, or the New Wynd, situated midway between the Old and Back Wynds. The Lindsays of Dunrod—one of whom was provost of Glasgow in 1561-2—were owners of the lands through or adjoining which the wynds were formed, and it was from those proprietors that the Wester and Easter Wynds derived their alternative names [See Glasgow Protocols, Nos. 1924, 1998, 2259].

Authority is given to the Corporation by the Glasgow Improvements Act of 1897 to close up and appropriate the site of Mayne's Wynd, or Back Wynd.

B.

Bishop Leslie.

1578.

Page 5.—Bishop Leslie refers to Glasgow as "a noble toune" . . . "quhair is ane archibishopes sait," and proceeds, "Surlie Glasgw is the maist renouned market in all the west, honorable and celebrate: Afor the haeresie began thair was ane academie nocht obscure nathir infrequent or of ane small numbir, in respecte baith of philosophie and grammer and politick studie. It is sa frequent, and of sik renoune that it sendes to the easte countreyes verie fatt kye, herring lykwyse and salmonte, oxne-hydes, wole and skinis, buttir lykwyse that nane bettir, and cheise. Bot, contrare, to the west (quhair is a peple verie numerable in respecte of the commodite of the sey cost) by vthir merchandise, all kynd of corne to thame sendes" [Scotland before 1700 (by P. Hume Brown), p. 120].

C.

Sir William Brereton.

1636.

Page 9.—Sir William Brereton, a gentleman of Cheshire, who subsequently distinguished himself as a general in the parliamentary army, visited Glasgow in 1636, and described it as:—

"An archbishop's seat, an ancient university, one only college consisting of about one hundred and twenty students, wherein are four schools, one principal,

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four regents. There are about six or seven thousand communicants, and about twenty thousand persons in the town, which is famous for the church, which is fairest and stateliest in Scotland, for the Tole-boothe and Bridge. This church I viewed this day (1st July), and found it a brave and ancient piece. . . . The Tole-boothe, which is placed in the middle of the town, and near unto the cross and market place, is a very fair and high-built house, from the top whereof, being leaded, you may take a full view and prospect of the whole city. In one of these rooms or chambers sits the council of this city; in other of the rooms or chambers preparation is made for the lords of the council to meet in: these stately rooms. Herein is a closet lined with iron; walls, top, bottom, floor, and door, iron; wherein are kept the evidences and records of the city; this made, to prevent the danger of fire. This Tole-boothe said to be the fairest in this kingdom; the revenues belonging to this city are about £1,000 per annum. This town is built: two streets, which are built like a cross, in the middle of both which the cross is placed, which looks four ways into four streets, though indeed they be but two straight streets; the one reaching from the church to the bridge, a mile long—the other which crosseth, that is much shorter" [Early Travellers in Scotland (P. Hume Brown), pp. 150, 151].

D.

Barony of Gorbals.

Hutchesontown—Lauriestown—Tradestown.

Pages 11, 59, 95, 109, 114, 115.—Gorbals is described in the old titles as "the six pound land of old extent of Gorbals and Bridgend." On 13th November, 1579, James, Archbishop of Glasgow, granted to George Elphinstone of Blythswood a charter of these lands, and also of the lands of Woodside. This charter was confirmed by James VI. on 16th December, 1579. Elphinstone was succeeded by his son, also named George, who was knighted in 1594. On 27th August, 1595, King James confirmed to Sir George Elphinstone the lands of Blythswood, Gorbals, and Woodside, and erected the whole into a free barony, to be called the Barony of Blythswood. The right thus constituted was renewed on 25th November, 1607, by a charter from Archbishop John to Sir George, who, by that deed, was appointed heritable bailie and justiciar of the lands, and on 23rd July, 1611, King James also confirmed that deed. On 18th January, 1634, Sir George conveyed the lands and offices to Robert, Viscount Belhaven, and that deed was confirmed by Archbishop Patrick on 11th August, 1635. On 23rd September, 1636, Viscount Belhaven disponed the land and offices to Robert Douglas of Blackerstone and his spouse, and that conveyance was ratified by the commissioner of the Duke of Lennox, who was then lord of the regality of Glasgow, on 15th February, 1645. On 23rd February and 28th May, 1650, Douglas, with consent of his spouse, conveyed the lands of Gorbals, with the heritable office of bailiary and justiciary, to the magistrates and council of Glasgow, to be held by them—one-fourth for behoof of the city; two-fourths for behoof of Hutchesons' Hospital; and one-fourth for behoof of the Trades' Hospital.

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This conveyance was also confirmed by the commissioner of the Duke of Lennox on 8th September, 1655, and by Archbishop Alexander on 20th June, 1665. The title deeds were ratified by parliament on 20th May, 1661, and it was declared that the lands of Gorbals and Bridgend, with the wheat mill on the Kelvin, were dissolved from the shire of Clydesdale, regality of Glasgow and parish of Govan, and united to the city to the effect therein specified.[1] Subsequent to 1660, the whole rights, jurisdictions, and powers of baron bailie, and superior of the barony, were exercised by the magistrates and council of Glasgow, who appointed the bailies of the barony and the clerks, procurator-fiscal, and other officers of court. One of their own number was invariably appointed to be chief magistrate of the burgh. In 1790 an arrangement was come to between the city, Hutchesons' Hospital, and the Trades' Hospital, under which the superiority of the barony was retained by the city. St. Ninian's crofts and other lands on the east and south were vested in Hutchesons' Hospital, and the lands to the west, up to a specified limit, became the property of the Trades' House. The remainder was retained by the council. On 27th May, 1808, an act of parliament was passed for regulating the police of the barony, for paving, lighting, and cleansing the streets and passages, for erecting a bridewell and a workhouse, and for other purposes.[2] On 30th May, 1823, the act of 1808 was repealed, and a new act passed to regulate the police of the barony, and to authorise a bridewell to be erected. This act empowered the town council of Glasgow to appoint two additional resident bailies.[3] There were then one principal and four resident bailies. This act also divided the territory of the barony into five districts, viz.—Hutchesontown, the parish of Gorbals proper, with contiguous lands, Lauriestown, Tradestown, and Kingstown. On 10th January, 1825, an act of parliament was passed to regulate the conversion of statute labour in the barony,[4] and that act was amended on 30th July, 1831.[5] The territory of the barony included the parish of Gorbals and part of the parish of Govan, and extended over 466 acres 1 rood 30 poles. The act of 1823 was, on 8th June, 1837, continued, with certain alterations and amendments, for five years.[6] By this act the barony was extended over the whole district within the parliamentary boundaries of Glasgow south of the Clyde as fixed by the Burgh Reform Act of 1832,[7] but these boundaries did not include a portion of the barony south of Butterbiggins Road. Both the acts of 1823 and 1837 were repealed, and a new act was passed on 10th August, 1843, to regulate the police of the district for 21 years.[8] The part of the barony included in the parliamentary boundaries of the city was in 1846 incorporated with the city by the Municipality Extension Act of that year.[9] The remainder of the barony was annexed to the city by the Municipal Extension Act of 1878.[10]

The arrangement of 1790, above referred to, having been made, the governors of Hutchesons' Hospital began to feu their land in 1794, and a village erected

[1] 1661, cap, 235.
[2] 48 George III., c. 42.
[3] 4 George IV., c. 71.
[4] 6 George IV., c. 140.
[5] 1 & 2 William IV., c. 9.
[6] 7 William IV., c. 49.
[7] 2 & 3 William IV., c. 33.
[8] 6 & 7 Victoria, c. 93.
[9] 9 & 10 Victoria, c. 289.
[10] 41 Victoria, c. 60.

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there was called Hutchesontown. To the west of Hutchesontown, another village was erected, and named Lauriestown, after the gentleman who had feued a portion of the lands from Hutchesons' Hospital. And still farther west, and on the land of the Trades' House, a village called Tradeston was begun to be erected in 1790.

E.

Thomas Tucker.

1656.

Page 14.—Thomas Tucker, Registrar to the Commissioners for the Excise in England, and Commissioner for Customs and Excise in Scotland, refers to Glasgow as "a very neate burgh town lyeing upon the banks of the river Cluyde," and continues as follows :—

"This towne, seated in a pleasant and fruitfull soyle, and consisting of foure streets, handsomely built in forme of a crosse, is one of the most considerablest burghs of Scotland, as well for the structure as trade of it. The inhabitants (all but the students of the Colledge which is here), are traders and dealers; Some for Ireland with small smiddy coales, in open boates from foure to ten tonnes, from whence they bring hoopes, ronges, barrell staves, meal, oates, and butter; some from France with pladding, coales, and herring (of which there is a greate fishing yearly in the Westerne Sea), for which they returne salt, paper, rosin, and prunes; some to Norway for timber; and every one with theyr neighbours the Highlanders, who come hither from the Isles and Westerne parts; in summer by the Mull of Cantyre, and in winter by the Torban to the head of Loquh Fyn (which is a small neck of sandy land, over which they usually drawe theyr small boates into the Firth of Dunbarton), and soe passe up in the Cluyde with pladding, dry hides, goate, kid, and deere skyns, which they sell, and purchase with theyr price such comodityes and provisions as they stand in neede of, from time to time. Here hath likewise, beene some who have adventured as farre as the Barbadoes; but the losse they have sustayned by reason of theyr goeing out and coming home late every yeare, have made them discontinue goeing thither any more. The scituation of this towne in a plentifull land, and the mercantile genius of the people, are strong signes of her increase and groweth, were she not checqued and kept under by the shallownesse of her river, every day more and more increaseing and filling up, soe that noe vessels of any burden can come neerer up then within fourteene miles, wher they must unlade, and send up theyr timber and Norway trade in rafts on floates, and all other comodityes by three or foure tonnes of goods at a time, in small cobbles or boates of three, foure, five, and none of above six tons a boate. There is in this port a collector, a cheque, and four wayters, who looke to this place, Renfrew Arskin on the south, and Kirkpatrick on the north side of Cluyde, with Dumbarton, a small and very poor burgh at the head of the Firth. The former of these are inhabited with fishermen, that make heiring and trade for Ireland with open boates, and the latter gives shelter sometime to a vessel of 16 tons or thereabouts, comeing

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from England or Ireland with corne" [Tucker's Report. Miscellany of Scottish Burgh Records Society, p. 26].

F.

Richard Franck.

1656 or 1657.

Page 14.—Richard Franck, who made his first acquaintance with Scotland as a trooper in the army of Cromwell in 1656 or 1657, describes Glasgow as follows :—

"Glasgow is a city girded about with a strong stone wall, within whose flourishing arms the industrious inhabitant cultivates art to the utmost. There is also a cathedral (but it's very ancient) that stands in the east angle, supervising the bulk of the city, and her ornamental ports. Moreover, there are two parish churches,[1] but no more, to the best of my observation. Then, there is a college, which they call an university; but I'm at a stand what to call it, where one single college compleats a university.

"Now, let us descend to describe the splendor and gaity of this city of Glasgow, which surpasseth most, if not all the corporations in Scotland. Here it is you may observe four large fair streets, modell'd, as it were, into a spacious quadrant; in the centre whereof their market-place is fix'd; near unto which stands a stately tolbooth, a very sumptuous, regulated, uniform fabric, large and lofty, most industriously and artificially carved from the very foundation to the superstructure, to the great admiration of strangers and travellers. But this state-house, or tolbooth, is their western prodigy, infinitely excelling the model and usual built of town-halls; and is, without exception, the paragon of beauty in the west, whose compeer is nowhere to be found in the north, should you rally the rarities of all the corporations in Scotland. . . . In the next place, we are to consider the merchants and traders in this eminent Glasgow, whose store-houses and ware-houses are stuft with merchandize, as their shops swell big with foreign commodities, and returns from France and other remote parts, where they have agents and factors to correspond, and inrich their maritime ports, whose charter exceeds all the charters in Scotland; which is a considerable advantage to the city-inhabitants, because blest with privileges as large, nay, larger than any other corporation. Moreover, they dwell in the face of France, and a free trade, as I formerly told you. Nor is this all, for the staple of their country consists of linens, friezes, furs, tartans, pelts, hides, tallow, skins, and various other small manufactures and commodities, not comprehended in this breviat. Besides, I should remind you, that they generally exceed in good French wines, as they naturally superabound with fish and fowl; some meat does well with their drink" [Early Travellers in Scotland, pp. 191, 192].

Upon this description Sir Walter Scott made the following observation:—"The panegyric which the author pronounces upon Glasgow gives us a higher idea of Scotland's western capital, during the middle of the seventeenth century, than the reader might perhaps have anticipated. A satirist with respect to every other place, Franck describes Glasgow as the 'nonsuch of Scotland, where an English florist may pick up a posie.' Commerce had already brought wealth to Glasgow, and with wealth seems to have arisen an attention to the decencies and conveniences of life, unknown as yet in other parts of Scotland."

[1] The Cathedral and the Church of St. Mary.

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G.

The Perfect Politician.

1658.

Page 15.—"The town of Glascow, though not so big nor so rich, yet to all seems a much sweeter and more delightful place than Edinburgh. . . . . ." —Proceedings in Parliament, 24th October, 1650, quoted in Appendix to M'Ure's History of Glasgow, p. 205. "A city of a pleasant site, upon a river navigable for small boats, which usually bring up provisions from Patrick's-town, ten miles thence, where ships of good burden may ride. In Glasgow the streets and houses are more neat and clean than those of Edinburgh; it being also one of the chiefest universities in Scotland."—The Perfect Politician, quoted in M'Ure's History of Glasgow.

H.

Jorevin De Rocheford.

Circa 1661.

Page 16.—Jorevin De Rocheford, a Frenchman, who visited England and Ireland as well as Scotland shortly after the Restoration *circa* 1661, thus describes Glasgow:—

"Glasgo is the second town in the kingdom of Scotland, situated upon a hill that extends gently to the brink of the river of Clyd, which is capable of bearing vessels, since the tide rises here a little from the gulf of Dunbritton into which it empties itself; so that vessels can come from Ireland to Glasgo. The streets of Glasgo are large and handsome, as if belonging to a new town; but the houses are only of wood ornamented with carving. Here live several rich shopkeepers. As soon as I had passed the bridge, I came to the entry of two broad streets. In the first is a large building, being the hospital of the merchants, and further on the market-place and town-hall, built with large stones, with a square tower being the town clock-house; under which is the guard-house, as in all the towns of consequence in England. Although Glasgo has no other fortification, that does not prevent it from being very strong, for towards the east side it is elevated upon a scarped rock, the foot thereof is washed by a little river,[1] very convenient to that part of the town through which it passes. I lodged in this fine large street . . . The metropolitan church of the archbishopric is perhaps the longest and best built in the kingdom, and ornamented round about with many figures of saints, some of which were thrown down and broken at the time the protestants made themselves masters of it, after having driven out the catholics. The chapel behind the choir contains some very remarkable tombs. There are two high towers over the principal doors of this handsome church. The archbishop's palace is large and very near it. We went and walked on the market place, where a market is held twice a week; it is a cross way, formed by the handsomest street in the town, on that towards the left hand is the butchary, and the great general hospital" [Early Travellers in Scotland, pp. 219, 220].

[1] The Molendinar burn.

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I.

JOHN RAY.

1662.

Page 16.—John Ray, known as "Ray the Naturalist" set out, accompanied by his friend Francis Willoughby, on a course of travel through the United Kingdom in the interests of the science to which he had devoted his life. In the following extracts from his "Itinerary" (1662), he there records his observations on Glasgow :—

"From Sterling we went, August the 22nd, to Glascow, which is the second city in Scotland, fair, large, and well built, cross-wise, somewhat like unto Oxford, the streets very broad and pleasant. There is a cathedral church . . . ; they call it now the High Kirk, and have made in it two preaching places, one in the choir, and the other in the body of the church; besides, there is a church under the choir, like St. Faith's under Paul's, London; the walls of the church-yard round about are adorned with many monuments, and the church-yard itself almost covered with grave stones, and this we observed to be the feature in all the considerable towns we came into in Scotland. The bishop's palace, a goodly building, near to the church, is still preserved. Other things memorable in this town are:—1. The College, a pretty stone building, and not inferior to Wadham and All Soul's Colleges in Oxon. . . . Here are (as they told us) most commonly about 40 students of the first year, which they call Obedients [Bajans]; near so many of the second, which they call Semies; and so proportionably of the third, which they call Baccalors [Tertian or Bachelor]; and the fourth, whom they call Laureat or Majisters. It being the time of vacancy, we saw not the habits which the students use. 2. A tall building at the corner, by the market place, of five stories, where courts are kept, and the sessions held, and prisoners confined, &c. . . . 3. Several fair hospitals and well endowed; one of the merchants, now in building. 4. A very long bridge of eight arches, four whereof are about fifty feet wide each; and a very neat square flesh-market, scarce such an one to be seen in England or Scotland" [Early Travellers in Scotland, pp. 237, 238].

SIR JOHN LAUDER, LORD FOUNTAINHALL.

1668.

In August, 1668, Sir John Lauder visited Glasgow, and in his Journals thus refers to it :—

"Being arrived at Glasco, we lighted at my sister's in the Trone gate; then saw old Colin at his house in the Bridge gate; then saw their Merchants' hall, with its garden in the same street; then the 2 Hutchesone's brether ther hospitall in the Tronegate. The eldest brother was a wrytter. Then saw their bridge over Clyde, of which a man hes a most fair prospect both up the river and doune the river of all the trough of Clyde.

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"Nixt day heard sermon in the Trone church: fornoon, Mr. Robert Stirling; afternoon, Mr. Milne. After sermon went to their Bromeylaw, wheir is their key for their boat, and a spring of most rare water.

"Next day saw their Tolbuith, Gallowgate, Saltmarket, Colledge, with the priveledges of the University of Bononia; their great church, one under another, with the castle, the bischops residence with the bischops hospitall and the tradesmen their hospitall, both at the head of the toune, which comes running doun from a eminence towards the river.

" . . . . On the south of the bridge stands the Gorbbells wheir is the castle of the Gorbels: in it dwels at present Sir James Turner" [Journals of Sir John Lauder, Lord Fountainhall, 1665-1676, Scottish History Society, pp. 182-185].

J.

James Browne.

1669.

Page 19.—James Browne, a clergyman of the Church of England, visited Scotland in 1669, and published the account of his visit in 1700, under the title of *Travels over England, Scotland, and Wales.* In that book he thus refers to Glasgow:—

"At last we came to the renowned city of Glasgow, which was indeed the farthest of all our northern circuit; 'tis situated upon the river Glotta, or Cluyd, over which is placed a very fair bridge supported with eight arches, and for pleasantness of sight, sweetness of air, and delightfulness of its gardens and orchards, enriched with most delicious fruits, surpasseth all other places in this tract; the buildings in this town are very large and beautiful; and the tolbooth itself so stately a structure, that it appears rather to be a palace than a prison: This has formerly been the see of an archbishop, and in the year 1554 an university,[1] which consists of one college, was founded here by Archbishop Turnbull for a rector, a dean of faculty, a principal or warden to teach theology, and three professors to teach philosophy: Afterwards some clergymen professed the laws here, being invited to that profession rather by the convenience of a collegiate life, and the immunities of the university, then by any considerable salary. King James the Sixth, A.D. 1577, did establish twelve persons in the college, viz., a principal, three professors of philosophy called regents, four scholars called bursars, an oeconomus or provisor, who furnisheth the table with provisions, the principal's servant, a janitor, and a cook.[2]

"The cathedral is a very fair ancient fabrick, built by Bishop John Achaian, A.D. 1135. It oweth thanks to the memory of King James the Sixth. . . .

"The city is governed by a mayor [provost], and is very eminent for its trade and merchandise, . . ." [Early Travellers in Scotland, pp. 248, 249].

[1] Glasgow University was founded in 1451 by Bishop Turnbull.

[2] This is known as the "New Erection," and was the work of the Regent Morton.

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K.

Thomas Kirk.

1677.

Page 21.—Thomas Kirk, of Cookeridge, visited Scotland in 1677, and his "Account of a Tour in Scotland" contains the following reference to Glasgow, which he describes as "the prettiest town" in the country:—

"Friday 17th [August] we saw the Tolbooth, in the Market-place, with a high steeple and a chime of bells in it. Then we went to the College, the best in Scotland: the front to the street is regular and handsome; but the inner courts do not answer expectation. Betwixt these two small courts is a high steeple, but not thoroughly finished. We waited on the Principal [Edward Wright], who showed us the College, and took us to his lodgings, and called for ale and wine, and pulled off his hat and made a grace and so fell to. Hence to the old church, which has been a good one, but is spoiled with a division: under the more easterly church is another, as St. Faith's was at St. Paul's in London. On Saturday 18th we saw the Merchants Hospital, a pretty place, near the bridge, with a very pretty high steeple; and we saw Hutchinson's Hospital, which is not yet finished. Near this is a church called the Trone Church. On Monday 20th we waited on the Archbishop of Glasgow, who lives at the Castle, near the Cathedral. His name is Burnet: he is a comely, courteous gentleman, about sixty years old. He likewise craved a blessing before we drunk with him. Tuesday 21st we rode up the river Clyde, a most pleasant stream" [Tours in Scotland, 1677 and 1681 (P. Hume Brown), pp. 45, 46].

L.

The Establishment of Coaching Communication between Glasgow and Edinburgh.

Pages 21, 42, 39.—The desirableness of having a regular stage coach service between Edinburgh and Glasgow, led an Edinburgh merchant, William Hoome, to obtain from the privy council in 1678 the exclusive privilege of establishing such a service for a period of seven years, and the town council of Glasgow undertook to subsidise the venture with an annual contribution of 200 merks (£11 2s. 2d. sterling) during the continuance of the service. In the agreement with Hoome, a copy of which is preserved in the town-clerk's office, he engaged to provide, with all diligence, a strong coach and six able horses to be driven with servants and furniture for the service of all travellers between the two cities. The coach was to be sufficient to contain six persons, and was to travel once a week, or twice a week if sufficient encouragement was given, and to continue for five years. Each passenger was to be allowed to carry one "block bag" or portmanteau as luggage, and the fare from March till 1st September was to be 8s. sterling (£4 16s. Scots), and from 1st September to 1st March 9s. sterling (£5 8s. Scots). The coach was to begin its journey on every Monday,

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and to return on the following Saturday, with or without passengers, and burgesses of Glasgow were to be preferred to all others. Hoome received in advance 400 merks, being two years' subsidy, subject to the condition that, if the running of the coach was discontinued within that time, he should refund the proportion corresponding to the period of discontinuance. The result of this arrangement has not been ascertained, but probably the adventure was not remunerative, and was discontinued.

The condition of the road between the two cities for the next fifty-eight years appears to have been quite unsuited to the requirements of the growing trade, and in 1736 several merchants of Edinburgh and Glasgow, for themselves and others dealing in foreign trade, memorialised the convention of burghs, setting forth the many advantages that would accrue to the whole kingdom and its trade and commerce, if communication between the Clyde and Forth by land were made more commodious by the construction, by means of some public fund, of a direct highway between the two cities "sufficient to bear the weight of all manner of wheel carriadge." The memorial was considered by the annual committee on 30th December, 1736, and 15th February, 1737, on which latter date the town council of Linlithgow petitioned that the proposed road should be made by the way of that burgh, as being "mostly for the public advantage, and the advantage of it, Stirling, and other burghs" [Convention Records, V., pp. 621-3]. The subject was, however, continued till the following meeting, when it was delayed "untill a survey be made of the ground, and propper estimates of the expense be laid before the committee." What followed upon this movement is not known, but in 1743 the town council attempted to establish a stage coach or "landau" between Glasgow and Edinburgh, and in 1749 a public conveyance called "the Glasgow and Edinburgh caravan" was established, which passed twice a week between Edinburgh and Glasgow, taking a day and a half to the journey, and a commodious roadway was shortly afterwards formed between the two towns.

M

Thomas Morer.

1689.

Page 23.—Thomas Morer, minister of St. Ann's within Aldersgate, when chaplain to a Scotch regiment, visited Glasgow in 1689, and thus described it:—

"Glasgow is a place of great extent and good situation; and has the reputation of the finest town in Scotland, not excepting Edinburgh, tho' the royal city. The two main streets are made cross-wise, well paved and bounded with stately buildings, especially about the centre, where they are mostly new, with piazzas under 'em. It is a metropolitane sea, and at the upper end of the great street stands the archbishop's palace, formerly without doubt a very magnificent structure; but now in ruines, and has no more left in repair than what was the ancient prison, and is at this time a

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mean dwelling. A little higher is the church, a great fabrick, with a lofty steeple, built by St. Mungo, who lies buried between four pillars in that part of the church they call the Baronie; for it is divided into three parts, the upper, the lower, and the baronie, which is assigned the country people thareabouts for thair use, and the town has nothing to do with it. This cathedral, with one large church more in the heart of the city where the magistrates attend, are all the places of publick worship at Glasgow, the nest of fanaticism and the most factious town in all that kingdom. . . . From [the cathedral] to the river the city reaches, a mile in length, the half of which is upon a declension. This river is a great current, called the Clyde, and conduces much to the riches of the inhabitants, and makes it the most considerable town of that nation. Here are several hospitals, or houses of charity, and many spires more for ornament than use: and a tolbooth or common-hall, very magnificent (as most of 'em are in the towns of Scotland) for publick entertainments or city business. . . . Over the river Clyde is a very fine bridge, with a great number of arches; and on the other side is a little town[1] which is the suburbs of Glasgow, and is as Southwark to London" [Early Travellers in Scotland (by P. Hume Brown), pp. 288, 289].

N.

From "The Present State of Scotland."

1715.

Page 32.—"The chief city of this county is Glasgow, the best emporium of the West of Scotland; it is a large, stately, and well-built city, and for its commerce and riches is the second in the kingdom; it is pleasantly situated upon the east bank of the River Clyde, which is navigable to the town by ships of considerable burden, but its port is Newport Glasgow, which stands on the mouth of Clyde, and is a harbour for ships of the greatest burthen. The city obliges merchants to load and unload here; have a large publick house, and the custom hcuse for all the coast is in this place. The city is joyn'd to the suburbs on the west bank of Clyde by a noble beautiful bridge of eight arches built with square hewen stone. Most of the city stands on a plain, and lies in a manner foursquare; in the middle of the city stands the tolbooth, a magnificent structure of hewen stone, with a very lofty tower, and melodious chimes, which ring pleasantly at the end of every hour. The four principal streets that divide the city into four parts centre at the tolbooth, a magnificent structure, and all of them are adorned with several publick buildings. In the higher part of the city stands the great church, formerly a cathedral, and called by the name of St. Mungo's church; it is a magnificent and stately edifice, and surprises the beholders with its stupendous bigness and the art of the workmanship; it consists of two churches one above the other, and the several rows of pillars, and exceeding high towers, show a wonderful piece of architecture. Near to the church stands the castle, formerly the residence of the

[1] Gorbals.

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archbishop; it is encompassed with an exceeding high wall of hewen stone, and has a fine prospect into the city. But the chief ornament of this city is the college or university, a magnificent and stately fabrick consisting of several courts; the front towards the city is of hewen stone and excellent architecture; the precincts of it were lately enlarg'd by some acres of ground purchased for it by the king and the states, and it is separated from the rest of the city by a very high wall." [Appendix to M'Ure's History of Glasgow (1830 edition), p. 309.]

JOHN MACKY.

1723.

In 1723, one, John Macky, who called himself a political agent, published a "Tour in Scotland," in which he thus referred to Glasgow: -

"Glasgow is the beautifullest little city I have been in Britain; it stands deliciously on the banks of the river Clyde, over which there is a fair stone bridge of eight arches.

"The city consists of four principal streets, in the form of a cross, with the town-house and market-place in the middle; where, as you walk, you see the whole town at once. The houses are of free stone, of an equal height, and supported with pillars; and the streets being spacious and well pav'd add to the beauty of the place. Here is also an University, founded by Bishop Turnbull in the year 1454. The college consists of two spacious courts of free stone; and the scholars wear scarlet gowns, as at St. Andrews. Here are professors in all sciences, as there are at Edinburgh; and the Duke of Montross is their chancellor.

"The cathedral, which stands on an eminence at the end of one of the streets, is now divided into three churches; and there are five other very good ones in this city.

"Near this cathedral stands the palace of the Duke of Montross; which, when finish'd according to the disposition of the offices already built, will be very noble, having a commanding prospect of the whole city and adjacent country, and on the declension of the hill to the river side room enough for what gardens he pleases[1] [pp. 295, 296].

Glasgow at this time was in the full enjoyment of the trade with Virginia, and Macky states that it was "a place of the greatest trade in the kingdom, especially to the Plantations, from whence they have 20 or 30 sail of ships every year, laden with tobacco and sugar; an advantage this kingdom never enjoyed till the Union. They are purchasing a harbour on the Frith near Alloway (Alloa), to which they have but twelve miles by land, and there they can reship their sugars and tobacco for Holland, Germany, and the Baltic sea, without being at the trouble of sailing round England or Scotland [Tour in Scotland, pp. 298, 299].

[1] This palace was removed before the close of the century to make way for the prison of Glasgow.

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O.

Daniel Defoe.

1726.

Page 35.—Daniel Defoe, the immortal author of "Robinson Crusoe," visited Scotland in 1726, and thus described Glasgow :—

"Glasgow is the emporium of the west of Scotland, being, for its commerce and riches, the second in this northern part of Great Britain. It is a large, stately, and well-built city, standing on a plain, in a manner four-square; and the four principal streets are the fairest for breadth, and the finest built that I have ever seen in one city together. The houses are all of stone, and generally uniform in height, as well as in front. The lower stories, for the most part, stand on vast square Doric columns with arches, which open into the shops, adding to the strength as well as beauty, of the building. In a word, 'tis one of the cleanliest, most beautiful, and best-built cities in Great Britain.

"It stands on the side of an hill sloping to the river; only that part next the river, for near one-third of the city is flat, and by this means exposed to the water, upon any extraordinary flood; it is situated upon the east bank of the Clyde, which is not navigable to the town but by small vessels. Its port therefore is Newport-Glasgow, which stands near the Clyde's mouth, and is an harbour for ships of the greatest burden. Here it is on a good wharf or quay the merchants load and unload. Their custom house is also here, and their ships are here repaired, laid up, and fitted out either here, or at Greenock, where work is well done and labour cheap.

"The city is joined to the suburbs on the west bank of the Clyde, by the noble bridge I have mentioned.

"Where the four principal streets meet, the crossing makes a very spacious market-place, as may be easily imagined, since the streets are so large. As we come down the hill from the north-gate to this place, the tolbooth and guild-hall make the north-west angle, or right hand corner of the street, which is new rebuilt in a very magnificent manner. Here the town council sit, and the magistrates try such causes as come within their cognizance, and do all their other public business; so that, as will be easily conceived, the tolbooth stands in the very centre of the city. It is a noble structure of hewn stone, with a very lofty tower and melodious hourly chimes. All these four principal streets are adorned with several public buildings.

"But the chief ornament of this city is the college or university, a most magnificent and stately fabric, consisting of several courts. The front to the city is of hewn stone, and excellent architecture. Its precincts were lately inlarged by some acres of ground purchased for it by public money; and it is separated from the rest of the city by a very high wall.

"It owes its erection to Archbishop Turnbull, and was legally founded by King James II. in 1453, by virtue of a bull from Pope Nicholas V. granting it all the privileges, liberties, honours, immunities, and exemptions, given by the apostolic see to the College of Bononia [Bologna] in Italy, for teaching universal learning. . . .

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"In the higher part of the city stands the great church, formerly cathedral and metropolitan, dedicated to St. Mungo. . . . It is a magnificent and stately edifice, and surprises the beholders with its stupendous bigness, and the workmanship of the artizan. . . .

"Near the church stands a ruinous castle, formerly the residence of the archbishop, who was legal lord or superior of the city, which stands on his ground, and from which it received its first charter, and many privileges. It is encompassed with an exceeding high wall of hewn stone, and has a fine prospect into the city. . . .

"Glasgow is a city of business, and has the force of foreign as well as domestick trade; nay, I may say 'tis the only city in Scotland, at this time, that apparently increases in both. The union has, indeed, answered its end to them more than to any other part of the kingdom, their trade being new formed by it; for as the union opened the door to the Scots into our American colonies, the Glasgow merchants presently embraced the opportunity; and though, at its first concerting, the rabble of the city made a formidable attempt to prevent it, yet afterwards they knew better, when they found the great increase of their trade by it; for they now send near 50 sail of ships every year to Virginia, New-England, and other English colonies in America.

"But if this city could have a communication with the firth of Forth, so as to send their tobacco and sugar by water to Alloway [Alloa], below Stirling, as they might from thence again to London, Holland, Hamburgh, and the Baltic, they would very probably in a few years double their trade.

"The share they have in the herring-fishery is very considerable; and they cure the herrings so well, and so much better than they are done in any other part of Great Britain, that a Glasgow herring is esteemed as good as a Dutch one.

"I have no room to enlarge upon the home trade of this city, which is very considerable in many things. I shall therefore touch at some few particulars:—

"1. Here are two very handsome sugar-baking houses, carried on by skilful persons, with large stocks, and to a very great perfection. Here is likewise a large distillery, for distilling spirits from the melasses drawn from sugars, by which they enjoyed a vast advantage for a time, by a reserved article in the union, freeing them from English duties.

"2. Here is a manufacture of plaiding, a stuff cross-striped with yellow red and other mixtures, for the plaids or veils worn by the women in Scotland.

"3. Here is a manufacture of muslins, which they make so good and fine, that great quantities of them are sent into England, and to the British plantations, where they sell at a good price. They are generally striped, and are very much used for aprons by the ladies, and sometimes in head-cloaths by the meaner sort of Englishwomen.

"4. Here is also a linen manufacture; but as that is in common with all parts of Scotland, which improve in it daily, I will not insist upon it, as a peculiar, here, though they make a very great quantity of it, and send it to the plantations as their principal merchandize. Nor are the Scots without a supply of goods for sorting their cargoes to the English colonies, without sending to England for them;

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and it is necessary to mention it here, because it has been objected by some, that the Scots could not send a sortable cargo to America, without buying from England; which coming through many hands, and by a long carriage, must consequently be so dear, that the English merchants can under-sell them.

"It is very probable, indeed, that some things cannot be had here so well as from England so as to make out such a sortable cargo as the Virginia merchants in London ship off, whose entries at the custom house consist sometimes of two hundred particulars, as tin, turnery, milinery, upholstery, cutlery, and other Crooked-lane wares; in short, somewhat of every thing, either for wearing or house furniture, building houses or ships.

"But though the Scots cannot do all this, we may reckon up what they can furnish, which they have not only in sufficient quantities, but some in greater perfection than in England itself:—

"1. They have woolen manufactures of their own, such as Stirling serges, Musselburgh stuffs, Aberdeen stockens, Edinburgh shalloons, blankets, &c.

"2. The trade with England being open, they have now all the Manchester, Sheffield, and Birmingham wares, and likewise the cloths, kerseys, halfthicks, duffels, stockens, and coarse manufactures of the north of England, brought as cheap or cheaper to them by horse-packs as they are carried to London, it being a less distance.

"3. They have linens of most kinds, especially diapers and table-linen, damasks, and many other sorts not known in England, and cheaper than there, because made at their own doors.

"4. What linens they want from Holland or Hamburgh, they import from thence, as cheap as the English can do; and for muslins, their own are very acceptable, and cheaper than in England.

"5. Gloves they make better and cheaper than in England; for they send great quantities thither."

Edward Burt.

About 1726.

"Glasgow is, to outward appearance, the prettiest and most uniform town that I ever saw; and I believe there is nothing like it in Britain.

"It has a spacious carrifour,[1] where stands the cross; and going round it you have, by turns, the view of four streets, that in regular angles proceed from thence. The houses of these streets are faced with ashler stone; they are well sashed, all of one model, and piazzas run through them on either side, which give a good air to the buildings.

"There are some other handsome streets, but the extreme parts of the town are mean and disagreeable to the eye" [Edward Burt's Letters from a Gentleman in the North of Scotland to his Friend in London, 1815 edition, vol. I., pp. 23-25].

[1] Four streets converging at one point.

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P.

Lands of Provan.

1729.

Pages 18 and 36.—Upon the sale by the town council of the lands of Provan in 1729 the Municipal Corporation's Report makes the following observations:—"On 10th July, 1691, a supplication was made to the convention [of royal burghs] by the provost of Glasgow, stating 'that of late the said burgh is become altogether incapable of subsistence, in regaird of ther heavie burdens that lye thereupon, occasioned by the vast soums that have been borrowed by the late magistrats, and the misapplying and dilapidation of the towns patrimony in suffering their debts to swell, and employing the common stock for their own sinistruous ends and uses, wherein if the petitioner should be expres in the particular, it wold exceedingly tend to the dishonour and disparagement of those whose deuty it was to have bein the patriots and supporters of the place.' Therefore he represented 'that there was ane absolut and indispensible necessity for the present magistrats to sell and dispose of a great pairt of ther patrimonie, especially the land and baronie of Provan, towards the defraying of ther most urgent and pressing debts, and without doeing thereof they cannot propose any personall security from the toun's creditors, nor will ther be any persons found to represent the toune in the office of magistracie till they be secured from legall diligence, which can only be done by disposing of their patrimonie to a present sale.' In consequence the authority of the convention was craved and granted for the magistrates to sell the lands of Provan, 'and their other property for payment of their debts.' The lands of Provan were sold[1] at a very low price.[2] As they are of considerable extent, and are situate near the city, they would have been of very great value had they now (1835) belonged to it, or had they been sold at a more recent period, and for an adequate consideration, the funds of the city would have been much larger than they now are. The commissioners of the convention, in 1692, reported the yearly rent of the barony of Provan at £3,333 6s. 8d. Scots (£277 15s. 6d. sterling), and that of Gorbals at £666 13s. 4d. Scots (£55 11s. 1d. sterling). The latter, which still belongs to the city, is now valued at £46,404 17s. 6d.; and calculating the value of Provan at the same rate, it would now have been worth £278,439 5s. sterling. But taking one-half of this sum, the corporation of Glasgow, if there had not been malversation, would now have had nearly £140,000 beyond their present property, which would have enabled them without inconvenience to take off the more burdensome burgh taxes, and especially the petty customs"[3]

[1] In 1729, with entry at Whitsunday, 1730. On 18th July, 1690, the Scottish Parliament, on considering a petition by the magistrates and council, authorised the sale "in case the Convention of Burghs shall finde a necessity for the sale" [1690, c. 45, Acts of Parliament, IX., 193].

[2] £5,374 12s. 8d. sterling, and a feu duty of £103 7s. 2d.

[3] Local Reports, II., p. 8; Convention Records, IV., pp. 136-7.

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This statement by the commissioners hardly enables one not conversant with the facts to form a satisfactory judgment on the transactions to which it refers.

1. The statement that the "lands of Provan were sold at a very low price" requires explanation. The corporation still retains Provan Mill and adjoining land, the solum of Hogganfield loch, with nearly an acre of ground at the sluice, and part of the solum of Frankfield loch. The corporation also possess the servitude right of bringing water into Frankfield loch, and of transmitting it thence to Hogganfield loch and the Molendinar burn. Some years ago the ownership of Frankfield loch and the servitude rights were disputed by neighbouring proprietors, but the Court of Session settled the matter in the way stated, by decree of declarator pronounced on 27th February, 1885.

2. One of the objects of the purchase of the barony appears to have been the securing of a sufficient supply of water for the town's mills on the Molendinar burn. This supply, and also the rights of thirlage which attached to the barony, with the relative mill dues and services, were, in those days, valuable, and were expressly reserved to the town, when 2,233 acres 1 rood of the barony lands were sold in twenty-eight lots to five purchasers, who resold them in lots to other persons, who received from the town feu-rights to their respective purchases in 1732.

3. It is right also to mention that before the sale, some years afterwards, of the feu-duties thus constituted, the town council had a report from the town-clerk, in which he stated that while the extent of the baronial lands was large, the lands were, "in place of fertile, more properly barren." He added as follows:—"What were the advantages proposed to the town from such a purchase is uncertain, unless it was to have the name of Crown tenants in a large lordship and barony, and their provost an interest in the county, and a voter for the member of parliament in the county. . . . But it is a matter of certainty the town never had two per cent. for the price, as it appears from the treasurers' accounts that great part of the rents were given up in arrear, as not recoverable, on account of the poverty of the tenants. This induced the magistrates and council in the year 1730 to think of feuing out their poverty grounds. This they did, reserving their miln and miln lands, and one-third of the old rent of feu, and the feuars' sucken to their milns; by which, indeed, they raised some small money, which was applied for payment of their debts so far." [MS. Reports, I., 166.]

The right of the town council to sell the feu-duties and casualties of superiority of the Provan lands to M'Dowal of Castlesemple was decided by the Court of Session on 18th November, 1768, when it was held that the lands of Provan "purchased in 1668 are alienable by the magistrates and town council, and it was remitted to the Lord Ordinary to see the price applied for payment of debt." [Morrison's Dictionary of Decisions, Nos. 2525-2527.]

The commissioners of 1835, being possibly misinformed as to the real nature of the transaction, made the observation which is given above, and it has been quoted here so that it may be so far corrected and qualified. As to the comparison instituted between the relative values of Provan and Gorbals, it is sufficient to

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observe that it does not hold. The augmented value, in recent years, of the latter, affords no data for comparison with the increased value of the former. The proximity of Gorbals to the central area of the city has given to it, as a *feuing subject*, a value which—having regard to the trend of the city westward and southward, and the fact that the Provan lands are still mainly agricultural—these lands may possibly never possess.

In former times the manner in which the lands constituting an important part of the common good of probably most of the Scottish burghs were misappropriated forms a very well-founded source of regret in later times. But much of the lamentation in which some of the historians of Glasgow indulge with reference to Provan may well be qualified.

It has been stated in some of the histories of Glasgow that the town council appointed a bailie of Provan for the first time in 1734. That statement is erroneous. The first appointment was made on 2nd November, 1667, a few weeks after the barony was acquired by the city, and was ordered to receive effect during the will and pleasure of the council. It appears to have been regularly renewed since.

So long as Provan Mill was used as a grain mill, and dues and services were exigible from the tenants in the barony, bailie courts were held periodically for settling such questions as arose; but of late years the practice of holding courts has fallen into disuetude.

Of the history of Provan and its transmission, Dr. J. C. Mitchell has given a most interesting sketch in a paper titled "Blochairn and the Tenandrie of Provan," contributed to the proceedings of the Regality Club, First Series, I.,.8-5.

Reference may also be made to a paper titled "Advertisement of the Lands of Provan, 1729" [Regality Club, I., 37-44], and to a paper titled "Bull of Pope Adrian VI. granting a pension for Provand," by Dr. David Murray [*Ibid.*, I., 74-85].

Q.

John M'Ure.

1736.

In his "View of the City of Glasgow," page 36, published in 1736, M'Ure thus describes the city:—

This city [Glasgow] is situated in a pleasant valley, close upon the banks of the river Clyde, and stretcheth itself north and south, the north end standing upon a rising ground, and is a great deal higher than the south, and is from the north end to the south 1,892 ells [about a mile and a third] in length. There is a little rivulet [the Molendinar burn] whose spring is about two miles north-east from the town, which runs close under the wall of the high church and the north-east end of the town, and continues its course close by the town, and runs through the middle of the Gallowgate Street, and close by the east side of the Saltmarket Street, and a little by the south side of the Bridge Street, and there diffuses itself into Clyde. This

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rivulet hath eight stone bridges within the city. There is another rivulet called St. Enoch's burn, which hath its rise about a furlong west from the High church, and falls close without the west-port of the city, and falls into Clyde, a little west from the great bridge of Glasgow [replaced by the Stockwell bridge]; this rivulet hath three stone bridges upon it within the town.

This city hath acquired three parks, one lying at the east corner, which is enclosed with a strong stone wall, and which now belongs to the merchants, commonly called the Craig's park, nobly beautified with a stately grove of fir trees, which is a beautiful view to all resorting to the High church, and the burials within the churchyard thereof. . . .

The second park is that which is called the New-green, adorned with pleasant galleries of elm trees, and situated upon the south-east corner of the city, and is enclosed with a stately stone wall, 2,500 ells in length, and fenced on the south with the river of Clyde, it hath all the summer time betwixt two and three hundred women bleaching of linen cloth, and washing linen cloths of all sorts in the river Clyde, and in the midst of this enclosure there is an useful well for cleansing the cloths after they are washed in the river, likewise there is a lodge built of free-stone in the midst of it, for a shelter to the herd who waits upon the horse and cows that are grased therein.

The third inclosure is the Old-green, lying close to the south-west corner of the city, and is much less than any of the other two; it is only fenced round with palisadoes, and no stone wall, but that loss is made up by one hundred and fifty growing trees round the green, pretty large. Within this green is the rope-work, which keeps constantly about twenty men at work, and the proprietors thereof can furnish as good tarr'd cable-ropes and white ropes untarr'd as any in Britain. On the west end of this green is the glass work.

The city is accommodated with four malt-mills, which grinds malt all the year over, which four mills pays yearly about seven or eight thousand merks Scots: it is likewise furnished with coals, digged or hewn furth of eleven or twelve coal pits, within two miles of the town, which supplies the inhabitants, summer and winter, with coals cheaper and better than any other part of the kingdom. . . .

There is abundance of free-stone about the city, in so much that there is not a town in all Britain better supplied, for the most part of stone-quarries belongs to the city, and the greater partly within a mile, in such quantity as will probably continue for some ages.

There is likewise a great plenty of sclates for covering the roofs of houses, and perhaps the most beautiful in the world, they being, as it were, set with diamonds and chrystal, which so appears on a sun-shine day to the beholders; they are brought here from the isle of Bute, and other places of the Highlands, by boats up the river Clyde. And for timber, they are likewise supplied from Norway, and other places in plenty, brought up the river to the very city.

The city is surrounded with corn fields, kitchen and flower gardens, and beautiful orchyards, abounding with fruits of all sorts, which by reason of the open and large streets send forth a pleasant and odoriferous smell.

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Of old the city was well furnished with salmon fishing on the river Clyde; and there was an incorporation of fishers above a hundred years ago, but it is now quite away, by reason of lyming of land and steeping green lint in the river, which kills the salmon.

There are twenty stone bridges, twelve whereof are within the city and eight without its liberties, built by the city, for accommodation of strangers carrying loads in and out of the city [View of the City of Glasgow (1830 edition), pp. 120-122].

R.

Dr. Alexander Carlyle.

1743-1745.

Page 40.—Dr. Alexander Carlyle, minister of Inveresk, popularly known as "Jupiter Carlyle," attended the College of Glasgow in 1743-4 and 1744-5, and writing in 1861, when seventy-nine years of age, thus records some of his impressions of the town and its society:—

"The city of Glasgow at this time, though very industrious, wealthy, and commercial, was far inferior to what it afterwards became, both before and after the failure of the Virginia trade. The modes of life too and manners were different from what they are at present. The chief branches were the tobacco trade with the American colonies, and sugar and rice with the West Indies. There were not manufactures sufficient, either there or at Paisley, to supply an outward-bound cargo for Virginia. For this purpose they were obliged to have recourse to Manchester. Manufactures were in their infancy. About this time the inkle manufactory was first begun by Ingram and Glasford, and was shown to strangers as a great curiosity. But the merchants had industry and stock, and the habits of business, and were ready to seize with eagerness, and prosecute with vigour, every new object in commerce or manufactures that promised success.

"Few of them could be called learned merchants; yet there was a weekly club, of which a Provost Cochrane was the founder and leading member, in which their express design was to inquire into the nature and principles of trade in all its branches, and to communicate their knowledge and views on that subject to each other. . . .

"It must be confessed that at this time they were far behind in Glasgow, not only in their manner of living, but in those accomplishments and that taste that belongs to people of opulence, much more to persons of education. There were only a few families of ancient citizens who pretended to be gentlemen; and a few others, who were recent settlers then, who had obtained wealth and consideration in trade. The rest were shopkeepers and mechanics, or successful pedlars, who occupied large warerooms full of manufactures of all sorts to furnish a cargo to Virginia. It was usual for the sons of merchants to attend the College for one or two years, and a few of them completed their academical education. In

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this respect the females were still worse off, for at that period there was neither a teacher of French nor of music in the town. The consequence of this was two-fold; first, the young ladies were entirely without accomplishments, and in general had nothing to recommend them but good looks and fine clothes, for their manners were ungainly. Secondly, the few who were distinguished drew all the young men of sense and taste about them; for being void of frivolous accomplishments, which in some respects make all women equal, they trusted only to superior understanding and wit, to natural elegance and unaffected manners. . . .

"The manner of living, too, at this time, was but course and vulgar. Very few of the wealthiest gave dinners to anybody but English riders, or their own relations at christmas holidays. There were not half-a-dozen families in town who had men servants; some of those were kept by the professors who had boarders. There were neither post-chaises nor hackney coaches in the town, and only then a few sedan-chairs for carrying midwives about in the night, and old ladies to church, or to the dancing assemblies once a fortnight.

"The principle merchants, fatigued with the morning's business, took an early dinner with their families at home, and then resorted to the coffee-house or tavern to read the newspapers, which they generally did in companies of four or five in separate rooms, over a bottle of claret or a bowl of punch. But they never staid supper, but always went home by nine o'clock without company or farther amusement. At last an arch fellow from Dublin, a Mr. Cockaine, came to be master of the chief coffee-house, who seduced them gradually to stay supper by placing a few nice cold things at first on the table as relishers to the wine, till he gradually led them on to bespeak fine hot suppers and to remain till midnight" [Autobiography of the Rev. Dr. Alexander Carlyle, pp. 72-76].

S.

Richard Pococke.

1760.

Page 44 —Richard Pococke, Lord Bishop successively of Ossory and Meath, visited Scotland in 1747,[1] 1750, and 1760, and thus describes Glasgow on his last visit:—

"Glasgow is finely situated on the Clyde. The old town is on a hill at some distance from the river, bounded to the east by a rivulet [the Molendinar Burn], which runs in a rocky glyn. The cathedral is at the east end. The rest of the hill is formed into gardens to the south, which have a pretty effect, though they have very few fruit trees in them. The new town consists of two streets nearly a measured mile in length, with several other streets, crossing at right angles. The town is finely built of hewn stone. Most of the houses are four stories high, and

[1] During his early and brief visit of 1747 he was made a citizen of Glasgow (population then, 20,000), and wore his burgess ticket in his hat when on the street, as Dr. Johnson did at a later date in Aberdeen. [Colville's "Bye-ways of History," p. 292.]

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some five. The streets are extremely well paved, and in the middle of them is a stone a foot broad, and in some a stone also on each side, on which the people walk, but mostly in the middle. Several merchants have grand houses. They have a fine old townhouse, and a beautiful new townhouse adjoyning to it. There are fine markets opposite one another, which are fronted with hewn stone, with three pediments over three doors, and false windows between them. One is for the flesh of small cattle, and in the other there are conveniences for hanging up beeves. They have also a market for herbs. There is a singular conveniency here, which is a sort of portico built round a court for washing, with a large furnace in each corner. It is in the Green, and is farmed out by the city. Every one pays for boiling water by the measure, and they lay the cloaths to dry on the Green, which grazes a hundred cattle, at twenty shillings a head. They have six or seven parish churches.

"The cathedral of St. Mungo, *alias* Kentigern, . . . is a good Gothick fabric, much finer and grander within as to the architecture than without. . . . There is an old church under the east end, probably the remains of the first cathedral. The Gothick arches seem to have been turned on the old Saxon pillars. . . .

"There were two monasteries in this town. The Blackfriers was at the church of that name, near the College, which is entirely new built. It was founded by the dean and chapter in 1270. The other of Observantines was founded in 1476 by Bishop John (Laing) and Thomas Forsyth, rector of Glasgow. . . .

"The college consists of a principal, a clergyman put in by the Government, and several professors. The six principal live in the college. There are besides these head professors, others, one or more in every science, who act for them occasionally. Some students of distinction live with the professors, but the rest abroad. They all wear red gowns, mostly of cloth. They commonly enter very young, and in that case are kept the first year to Humanity. A great number come from Ireland, some of them for the Church and Physick, as well as for the Presbyterian assemblies" [Tours in Scotland, 1747, 1750, 1760, by Richard Pococke, pp. 49-52].

Dr. Tobias Smollett.

1717.

In his "Humphrey Clinker," published in 1771, Dr. Smollett thus describes Glasgow:—

"I am so far happy as to have seen Glasgow, which, to the best of my recollection and judgment, is one of the prettiest towns in Europe; and, without all doubt, it is one of the most flourishing in Great Britain. In short, it is a perfect bee-hive in point of industry. It stands partly on a gentle declivity; but the greatest part of it is in a plain, watered by the river Clyde. The streets are straight, open, airy, and well paved; and the houses lofty and well built of hewn stone. At the upper end of the town there is a venerable cathedral, that may be compared with York minster or Westminster; and about the middle of the descent from this to the cross is the

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college, a respectable pile of building, with all manner of accommodation for the professors and students, including an elegant library and an observatory well provided with astronomical instruments. The number of inhabitants is said to amount to thirty thousand; and marks of opulence and independency appear in every quarter of this commercial city, which, however, is not without its inconveniences and defects. The water of their public pumps is generally hard and brackish, an imperfection the less excusable, as the river Clyde runs by their doors, in the lower part of the town; and there are rivulets and springs above the cathedral sufficient to fill a large reservoir with excellent water, which might be thence distributed to all the different parts of the city. It is of more consequence to consult the health of the inhabitants in this article than to employ so much attention in beautifying their town with new streets, squares, and churches. Another defect, not so easily remedied, is the shallowness of the river, which will not float vessels of any burden within ten or twelve miles of the city; so that the merchants are obliged to load and unload their ships at Greenock and Port-Glasgow, situated about fourteen miles nearer the mouth of the frith, where it is about two miles broad.

"The people of Glasgow have a noble spirit of enterprise. Mr. Moore, a surgeon,[1] to whom I was recommended from Edinburgh, introduced me to all the principal merchants of the place. Here I became acquainted with Mr. Cochran, who may be styled one of the sages of this kingdom. He was first magistrate at the time of the last rebellion. I sat as member when he was examined in the House of Commons; upon which occasion Mr. P(itt) observed he had never heard such a sensible evidence given at that bar. I was also introduced to Dr. John Gordon, a patriot of a truly Roman spirit, who is the father of the linen manufacture in this place, and was the great promoter of the city work-house, infirmary, and other works of public utility. Had he lived in ancient Rome he would have been honoured with a statue at the public expense. I, moreover, conversed with one, Mr. G(la)ss(for)d, whom I take to be one of the greatest merchants in Europe. In the last war he is said to have had at one time five-and-twenty ships with their cargoes, his own property, and to have traded for above half a million sterling a year. The last war was a fortunate period for the commerce of Glasgow. The merchants, considering that their ships bound for America, launching out at once into the Atlantic by the north of Ireland, pursued a track very little frequented by privateers, resolved to insure one another, and saved a very considerable sum by this resolution, as few or none of their ships were taken. You must know I have a sort of national attachment to this part of Scotland. The great church, dedicated to St. Mongah, the river Clyde, and, among other particulars, that smack of our Welsh language and customs, contribute to flatter me with the notion that these people are the descendants of the Britons, who once possessed this country. Without all question this was a Cumbrian kingdom. Its capital was Dumbarton (a corruption of Dunbritton), which still exists as a royal borough, at the influx of the Clyde and Leven, ten miles below Glasgow. The same neighbourhood gave birth to St. Patrick, the apostle of Ireland,

[1] This Dr. Moore was father of Sir John Moore, who fell at Corunna, and to whom a statue has been erected in George Square.

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at a place where there is still a church and village which retain his name. Hard by are some vestiges of the famous Roman wall, built in the reign of Antonine, from the Clyde to the Forth, and fortified with castles to restrain the incursions of the Scotch or Caledonians, who inhabited the West Highlands. In a line parallel to this wall the merchants of Glasgow have determined to make a navigable canal betwixt the two Friths, which will be of incredible advantage to their commerce, in transporting merchandise from one side of the island to the other" [Smollett's Works (Nimmo's edition, 1887), pp. 551, 552].

T.

Thomas Pennant,

1769-1772.

Page 48.—Thomas Pennant, the naturalist, visited Scotland in 1769, and again in 1772, and thus described Glasgow :—

"Glasgow—the best built of any modern second rate city I ever saw: the houses of stone, and in good taste. The principal street runs east and west, and is near a mile and a half long; but unfortunately is not strait. The Tolbooth is large and handsome. Next to that is the Exchange. Before the Exchange is a large equestrian statue of King William. This is the broadest and finest part of the street: many of the houses are built over piazzas, but too narrow to be of much service to walkers. Numbers of other streets cross this at right angles, and are in general well built.

"The market places are great ornaments to this city, the fronts being done in a very fine taste, and the gates adorned with columns of one or other of the orders. Some of these markets are for meal, greens, fish, or flesh. There are two for the last which have conduits out of several of the pillars; so that they are constantly kept sweet and clean.

"Near the meal-market is a publick granary, to be filled on any apprehension of scarceness.

"The guard-house is in the great street, which is kept by the inhabitants, who regularly do duty. An excellent police is observed here, and proper officers attend the markets to prevent any abuses.

"The old bridge over the Clyde consists of eight arches. The tide flows three miles higher up the country; but at low water is fordable. There is a plan for deepening the channel; for at present the tide brings up only very small vessels; and the ports belonging to this city lie several miles lower, at Port-Glasgow and Greenock, on the south side of the firth. . . .

"The college is a large building, with a handsome front to the street, resembling some of the old colleges in Oxford. There are about 400 students belonging to the college, who lodge in the town: but the professors have good houses in the college. Young gentlemen of fortune have private tutors, who have an eye to their conduct; but the rest live entirely at their own discretion.

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"The cathedral is a large pile, now divided into two churches. Beneath, and deep underground, is another, in which is also divine service, where the congregation may truly say, *clamavi de profundis*: the roof is fine, made of stone and supported by pillars; but the beauty much hurt by the crowding of the pews. Near this is the ruin of the castle, or bishop's palace.

"The new church is a very handsome building, with a large elegant porch; but the outside is much disfigured by a slender square tower: and, in general, the steeples of North Britain are in a remarkable bad taste, being, in fact, no favourite part of architecture with the Church of Scotland. The inside of that just spoken of is most neatly finished, supported by pillars, and very prettily stuccoed: it is one of the very few exceptions to the slovenly and indecent manner in which presbytery keeps the houses of God: reformation in manners of religion seldom observes mediocrity: here it was outrageous; for a place of worship commonly neat was deemed to flavour of popery: but to avoid the imputation of that extreme, they run into another; for in many parts of Scotland our Lord seems still to be worshipped in a stable, and often in a very wretched one. Many of the churches are thatched with heath, and in some places are in such bad repair as to be half open at top; so that the people appear to worship, as the Druids did of old, in open temples" [A Tour in Scotland, by Thomas Pennant, 1769-1772, pp. 251-255].

U.

Spencer's English Traveller.

1771.

Page 48.—"Glasgow is the most handsome city in Scotland, all the buildings being of fine freestone. It consists of several spacious streets, which, if they were uniform, would appear extremely beautiful. Many of the houses have their gables to the street, and are built over arcades, but too narrow to be walked in with any conveniency." The author having described the principal features of the city, proceeds: —"The air of this place is so clear that a mountain, called Ben Lomond, twenty-five miles distant, may be seen from the head of King Street. Every thing in the government of the city is carried on in so regular a manner, and with so much strictness, that we seldom hear of any disturbances. The inhabitants have been remarkable for their strictness in attending to the public and private worship of God; so that, in going past their doors in an evening, you may hear so many singing psalms, that strangers are apt to imagine themselves in a church. The hour of dinner here is three o'clock; but it is customary also to take what is called a meridian, or a pint of ale and a salt herring, about one. A salt herring they call a 'Glasgow magistrate.' The students at the college, who are about 400 in number, wear scarlet gowns; and such of the nobility as have sons here, always send a tutor along with them, in order to watch over their conduct, and prevent them from being guilty of any irregularities. Many of the merchants acquire vast fortunes, and they have such an inclination to business, that little besides it ever engages their attention. Those that trade to Virginia are decked out in great wigs and scarlet cloaks, and strut about on the Exchange [the pavement in front of the Tontine] like so many actors on a stage.

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They carry on an extensive trade to Holland, by means of the Forth; and, when the new canal is cut, the advantages will be considerable. They import, upon an average, 40,000 hogsheads of tobacco annually from our American colonies; of which 20,000 are afterwards sent to France, and a great quantity to Holland. They have a great share of the herring fishery; and many of them are proprietors of plantations in America. The linen manufactures are carried on to a more extensive degree than in any other town or city in Scotland; and almost every thing taken in hand by them prospers. They have manufactures of woollen cloth, stockings, shalloons, and cottons. Stocking breeches are very generally worn, which adds to the extent of that manufacture. Muslins are made here; but more of that trade is carried on in Paisley. Here are several large sugar-houses and distilleries; a large manufactory of nails and earthen ware, vast manufactories of shoes, boots, and saddles, and all sorts of house furniture. The magazine of saddles, and other works connected with that business, is an amazing sight. Upon the whole, Glasgow is a flourishing city; its trade is every day increasing, and will continue to do so, unless the morals of the people shall be corrupted by luxury." [Quoted by MacGregor in his History of Glasgow, pp. 352-3.]

U 1.

James Boswell.

28th and 29th October, 1773.

In his "Journal of a Tour to the Hebrides," in 1773, Boswell thus describes his visit to Glasgow:—

"On our arrival at the Saracen's Head Inn at Glasgow I was made happy by good accounts from home; and Dr. Johnson, who had not received a single letter since we left Aberdeen, found here a great many, the perusal of which entertained him much. He enjoyed in imagination the comforts which we could now command, and seemed to be in high glee. I remember he put a leg up on each side of the grate and said, with a mock solemnity, by way of soliloquy, but loud enough for me to hear it, 'Here am I, an English man, sitting by a *coal* fire.'

"The professors of the university being informed of our arrival, Dr. Stevenson, Dr. Reid, and Mr. Anderson breakfasted with us. Mr. Anderson accompanied us while Dr. Johnson viewed this beautiful city. He had told me that one day in London, when Dr. Adam Smith was boasting of it, he turned to him and said, 'Pray, sir, have you ever seen Brentford?' This was surely a strong instance of his impatience and spirit of contradiction. I put him in mind of it to-day while he expressed his admiration of the elegant buildings, and whispered him, 'Don't you feel some remorse?'

"We were received in the college by a number of the professors, who showed all due respect to Dr. Johnson; and then we paid a visit to the principal, Dr. Leechman, at his own house, where Dr. Johnson had the satisfaction of being told that his name had been gratefully celebrated in one of the parochial congregations in the Highlands as the person to whose influence it was chiefly owing that the New Testament was allowed to be translated into the Erse language. It seems some political members of the Society in Scotland for propagating Christian Knowledge

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had opposed this pious undertaking, as tending to preserve the distinction between the highlanders and lowlanders. Dr. Johnson wrote a long letter upon the subject to a friend, which, being shown to them, made them ashamed and afraid of being publicly exposed; so they were forced to a compliance. It is now in my possession, and is, perhaps, one of the best productions of his masterly pen.

"Professors Reid and Anderson, and the two Messieurs Foulis, the Elzevirs of Glasgow, dined and drank tea with us at our inn, after which the professors went away; and I, having a letter to write, left my fellow-traveller with Messieurs Foulis. Though good and ingenious men, they had that unsettled speculative mode of conversation which is offensive to a man regularly taught at an English school and university. I found that, instead of listening to the dictates of the sage, they had teazed him with questions and doubtful disputations. He came in a flutter to me and desired I might come back again, for he could not bear these men. 'O, ho! sir,' said I, 'you are flying to me for refuge!' He never, in any situation, was at a loss for a ready repartee. He answered with a quick vivacity, 'It is of two evils choosing the least.' I was delighted with this flash bursting from the cloud which hung upon his mind, closed my letter directly, and joined the company.

"We supped at Professor Anderson's. The general impression upon my memory is that we had not much conversation at Glasgow, where the professors, like their brethren at Aberdeen, did not venture to expose themselves much to the battery of cannon which they knew might play upon them. Dr. Johnson, who was fully conscious of his own superior powers, afterwards praised principal Robertson for his caution in this respect. He said to me, 'Robertson, sir, was in the right. Robertson is a man of eminence, and the head of a college at Edinburgh. He had a character to maintain, and did well not to risk its being lessened.'" [Journal of a Tour to the Hebrides (1786 edition), pp. 385-7.]

U 2.

Dr. Samuel Johnson.

1773.

In his "Journey to the Western Islands in 1772," Dr. Johnson thus refers to Glasgow:—

"To describe a city so much frequented as Glasgow is unnecessary. The prosperity of its commerce appears by the greatness of many private houses, and a general appearance of wealth. It is the only episcopal city whose cathedral was left standing in the rage of reformation. It is now divided into many separate places of worship, which, taken altogether, compose a great pile, that had been some centuries in building, but was never finished; for the change of religion intercepted its progress before the cross aisle was added, which seems essential to a Gothick cathedral.

"The college has not had a sufficient share of the increasing magnificence of the place. The session was begun; for it commences on the tenth of October, and continues to the tenth of June, but the students appear not numerous, being, I suppose, not yet returned from their several houses. The division of the academical year into one session and one recess seems to me better accommodated to the present

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state of life than that variegation of time by terms and vacations derived from distant centuries, in which it was probably convenient, and still continued in the English universities. So many solid months as the Scotch scheme of education joins together allow and encourage a plan for each part of the year; but with us, he that has settled himself to study in the college is soon tempted into the country, and he that has adjusted his life in the country is summoned back to his college" [Samuel Johnson's Works (1825), vol. ix., pp. 156, 157].

V.

Lands Purchased for Glasgow Green.

(Pp. 60-79.)

No.	Date of conveyance.	Extent of ground in Scotch measure.	Situation.	From whom acquired.	Price, where ascertained, in sterling money.
		Acs. Rds. Fls.			
1	1662	10 0 0	Linningshaugh, - -	Wm. Anderson,	£333 6 8
2	1664	2 0 0	½ part of Linningshaugh, -	James Wallace,	75 0 0
3	1664	...	Peitboig and Dassiegreen, bounded by Clyde on the south, and Kinclaith and Linningshaugh on north and west, - - -	Wm. Anderson,	...
4	1664	2 0 0	Kinclaith, - - -	Robt. Anderson,	...
5	1664	1 0 0	Kinclaith, - - -	Walter Wardrop	16 13 4
6	1665	0 2 0	Crooks of Milndam, - -	John Marshall,	11 2 2
7	1665	a rig	Kinclaith, - - -	Wm. Stewart, -	...
8	1665	½ ac. 3 butts	Kinclaith, - - -	Matthew Wilson	15 16 8
9	1665	2 0 0	Kinclaith, - - -	John Barnes, -	41 16 8
10	1665	1 2 0	Kinclaith, - - -	Margaret Low,	33 6 8
11	1665	2 butts	Kinclaith, - - -	John Allan, -	5 11 1⅓
12	1666	a rig	Kinclaith, - - -	William Selkrig,	...
13	1666	1 0 0	Kinclaith, - - -	Hendrie Craig, -	22 4 5⅓
14	1667	0 1 0	Kinclaith, - - -	Alex. Hoom, -	5 11 1⅓
15	1667	1 1 0	Kinclaith, - - -	Andrew Conyngham, - -	20 16 8
16	1671	...	Crooks of Milndam, - -	Wm. Anderson,	...
17	1680	3 1 0	Cropnestock (Blacklands),	John Louk, -	105 0 0
18	1680	3 0 0	Cropnestock, - - -	William Kirk, -	51 16 8
19	1683	1 0 0	Cropnestock, - - -	Thomas Knox, -	...
20	1684	1 2 0	Milndam and Crooks, -	Geo. Muirhead,	...
21	1684	4 2 0	Kinclaith, - - -	William Craig,	...
22	1685	2 0 0	Milnhill, - - - -	Robert M'Cuir,	55 11 1⅓
23	1686	4 1 0	Cropnestock and Briery Acre	T. Crawford, -	...
24	1686	10 or thereby	Kinclaith, - - -	Robert Rae, -	...
25	1688	1 0 0	Kinclaith, - -	Wm. Charters and others, -	66 13 4
26	...	1 3 0	Cropnestock, - -		
27	1690	1 0 0	Milnhill, - - - -	James Stewart,	...
28	1770	25 3 18	Broomlands, Kinclaith, &c.,	Colin Rae, -	1,999 0 0*
29	1770	2 2 0	Broomlands and Kinclaith,	Colin Rae, -	704 0 0
30	1792	24 0 0	Provosthaugh and a rig or rood of land used as a road thereto, - -	Patrick Bell, -	4,000 0 0

* With, in addition, a feu-duty of £5 6s. sterling yearly.

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W.

Notes on the Glasgow Post Office and its Developments.

Page 82.—The continuous growth of the city of Glasgow is strikingly indicated in the development of its postal system and its relation to the postal service of Scotland. As to these the following notes are given :—

On the accession of King James VI. to the throne of England in 1603 the Scottish Privy Council established a postal service for the transmission of despatches between them and the King;[1] but despatches to and from the court, as well as private letters, appear to have been occasionally transmitted by stablers, who kept horses for hire—horses being, in early times, the only means of travelling for such as did not travel on foot. The insufficiency of this postal service, however, and the frequent exorbitance of the stablers' charges, led the Convention of Burghs, on 4th July, 1611, to ordain the magistrates of each burgh to cause these abuses to be reformed—the "stablers" to conform themselves to reasonable prices to be fixed by the magistrates, and to provide sufficient "hors and hors graith," and to make "reddie service." "Postmasters" were also ordered to be appointed to see to the action of the stablers and horse hirers.[2] To superintend this system a Chief Master of Posts for Scotland was appointed by the crown; and in 1618 Sir William Seaton, of Kylesmuir, a favourite of James VI., received the office,[3] with an annual salary of £500 Scots (£41 13s. 4d.). In 1623 he resigned the office, and on 2nd April it was conferred, by letters under the great seal, on his son, Sir William Seaton of Grange, for life.[4]

On 2nd October, 1639, an act of parliament was passed to regulate the charges and conduct of those who hired horses to travellers, and to require the general postmaster to appoint deputies in every town to enforce the regulations as to the amount of horse hires.[5]

Several of the Scottish burghs had, from an early period, a local officer, known as the "post," appointed and paid by the town council.[6] What the precise duties of the Glasgow post were is not very obvious. That he was charged with the reception and delivery of local letters seems evident, but whether he had anything to do

[1] Privy Council Register, VI., p. 566.

[2] Convention Records, II., p. 317. The term "postage" at that time and till 1764 meant the hire of horses for travelling.

[3] Sir William had for some time previously been in negotiation with the royal burghs as to having the postal arrangements of the country put on a proper footing.

[4] These letters were ratified by parliament in 1641 [Acts of the Parliaments of Scotland, V., p. 548].

[5] Acts of Parliament, V., p. 606.

[6] Towards the close of the sixteenth century, arrangements appear to have been made by some of the larger burghs of Scotland for the transmission of letters and despatches to and from the court and the capital, and for the collection and delivery of local letters. A "council post" is referred to in Aberdeen in 1590 [Kennedy's Annals of Aberdeen, I., p. 262]. In Perth a tax was levied on each pack of goods taken in or out of the burgh for the maintenance of its "postmaster," but the magistrates of Glasgow having complained to the Convention of Burghs of this exaction, it was ordered to be discontinued [Convention Records, III., pp. 451-472]. Stirling also had a "common post" in 1666 [Stirling Records, I., p. 252].

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with the collection and transmission of letters to other places, and so had to act as a rudimentary "postmaster," in the sense in which that word is now used, does not appear. He certainly had, sometimes, to convey letters from the city to Edinburgh, whence a few were doubtless transmitted to London and other places. The only information in regard to this officer, derivable from the records of the council, may be indicated before referring to the postal service of the country.

On 19th November, 1610, when the population was 7,644, the town treasurer's account contains an entry of a payment of £3 6s. 8d. to the post of the burgh "for his horswage and for horsing a packet to Edinburgh."[1] Twenty years later, viz., on 15th May, 1630, the council "thocht it expedient that ane trustie youth be made ane post for this burgh for ane yeir to cum."[2] No salary was attached to the appointment, so that possibly the holder had to look for his remuneration to those who availed themselves of his service. Fifteen years later, however, the "post" had a wage from the council, for, on 27th December, 1645, they ordered 6s. 8d. to be given in hire to Donald Clark "daylie, to be ane ordinar post to them during his service and their pleasour, and in the mene tyme that he get ane suit of clothes and shoes."[3] On 10th December, 1659, the post was ordered to be paid "weeklie for byrunes since 1st November last, and in tyme coming quhill he be discharged 6s. sterling."[4] On 25th June, 1660, the master of works was directed to pay the post 10s. sterling in "recompens of all bygane service deu to him be the toune, and to pay him 12s. Scots weiklie thereafter for careing of the tounes letters."[5] On 10th November, in the same year, the bailies were recommended to settle with the post.[6] At this time the population was 14,678. On 19th January, 1661, the council agreed to advance John Ferguson, "the post," £42 Scots (£3 10s. sterling) to help to buy "ane sufficient hors," and in consideration of that advance he undertook to serve the town till the 1st of May following, "without ony weiklie wages as he got formerlie."[7] On 21st February, 1663, it was concluded "for the tounes better guid and commoditie to be servit by ane foot post," that John Ferguson should be paid 30s. Scots weekly "to keep and sustain the said foot post."[8] On 31st October, it was ordered "forsameikle as the hors post is dischargit, that John Ferguson, post, be continowed foott post, and to have as before £3 Scots per week, and he onlie to receave a penny sterling for ilk letter he receaves, and as much for ilk letter homewards."[9] This would seem to indicate that, in addition to his wage from the town, the "post" received also something for each letter received and delivered by him.

Previous to 1667, the office of common post had been held by one Mungo Mathie, but on 13th April of that year the council elected George Wilson, merchant and burgess, to that office, and appointed him to have all its fees and casualties.[10] On 29th August, 1670, the treasurer of the burgh had a warrant for nine rex dollars paid by him to Wilson "post, for his extraordinary ryding the time the counsell sat."

At this time such a postal service as was in Scotland for the transmission of

[1] MS. Glasgow Records.
[2] Glasgow Records, I., p. 374.
[3] *Ibid.*, II., p. 90.
[4] *Ibid.*, II., p. 433.
[5] *Ibid.*, II., p. 447.
[6] Glasgow Records, II., p. 457.
[7] *Ibid.*, II., p. 456.
[8] MS. Council Records, IX.
[9] *Ibid.*
[10] *Ibid.*

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letters did not exist as a state service. For letters conveyed by the posts the postmasters received remuneration for their own benefit, just as public carriers were paid for similar services. Doubtless the chief master of posts supplemented his official salary by exacting fees from the postmasters whom he appointed.

The first general system of inland postage in the United Kingdom was established in 1635, under a proclamation by Charles I., by which he, *inter alia*, commanded "one running post or two to run day and night between Edinburgh and London, and to go thither and come back again in six days, to take with them all such letters as should be directed to any post town on the road, and to place posts in several places out of the road to carry such letters as there should be occasion to carry." He further commanded that no messenger or footpost should carry any letter other than the messengers appointed by Thomas Witherings, then postmaster-general for inland and foreign posts.[1] From the operation of this order, however, common known carriers, or particular messengers sent with a letter to a friend, were exempted. The postage of a single letter to or from Scotland under this order appears to have been 8d.[2] This was the first general system of inland posts established by the state for the service of the public.

The postal service in Scotland previous to, and for a lengthened period after, this time, was extremely limited, and, such as it was, centred in Edinburgh. Letters from England went there, and were distributed thence to the various towns and districts of the country, while letters from these towns and districts, not only for England, but for delivery in Scotland, had to pass through the Edinburgh post office.

Letters for England were despatched by messengers on horseback through successive stages in Scotland at Haddington, Colbrandspath (Cockburnspath), and Berwick, thence they were passed forward by the English postal authorities. How the postmasters in these Scotch stations were paid does not appear. Evidently they looked for their remuneration to the Scottish postal authorities, by whom they were appointed, but in 1645 the postmasters of Canongate and the above-named places petitioned the Scottish parliament to be paid the arrears due to them, and in their petition they stated that the postmasters in England had relieved the exchequer of their claim for fees in consideration of being allowed to exact charges for the letters which they carried. The Scotch postmasters accordingly craved either to have a similar privilege extended to them, or to be paid by the master of the letter office in England.[3]

In 1649, the parliament of the Commonwealth ordered that the entire post office system of the country should be under their sole power and direction; and in 1654 it was established on a new footing by the order of Cromwell.[4] On 16th August, 1655, orders were issued for the furtherance of the Protector's

[1] Rushworth Collections. Rymers Foedera. Domestic Annals of Scotland II., pp. 86, 87.

[2] As early as the middle of the thirteenth century royal messengers, designated "cokini, nuncii, or garcii," were employed in England to convey letters to various parts of the country, and the officer appointed to supervise these messengers was the prototype of the postmaster-general of later times.

[3] 1645, c. 165, Acts of the Parliament of Scotland, VI., i., p. 373.

[4] At this time the postmasters at the different postal stations had the exclusive privilege of keeping post horses for hire.

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service, as well for carrying his letters as for riding in post.[1] In November of the same year, Mr. Secretary Thurloe was in communication with Lord Broghill, president of the council in Scotland, as to the postal system there, and on the 15th of that month was informed by him and General Desbrow that the only horse posts were carried on by the postmasters of Leith, Edinburgh, and Berwick, and that, in their opinion, no horse post elsewhere in Scotland was necessary, or would counterbalance the charge. They further said that they had ordered that there should be no Scotch postmasters, nor any Scotch boy-rider, in any stage between Edinburgh and Berwick, and that the mail should not be opened till it arrived in Berwick. This was apparently done to prevent official letters being opened or tampered with in transit.[2]

In 1657 an act of parliament readjusted the postal rates in England, Scotland, and Ireland. The rates which it prescribed were—for a single letter to Ireland, 6d., to Scotland, 4d.; beyond a radius of 80 miles from London, 3d.; and within that radius, 2d.

After the Restoration—in 1660—the settlement of the post office made during the commonwealth was confirmed, and the office was organised and privileged by statute,[3] and the postage of single letters was fixed as follows:—within 80 miles of London, 2d.; beyond, 3d.; to or from Berwick, 3d.; from Berwick within Scotland, 40 miles and under, 2d.; above 40 miles, 4d.; from Dublin within Ireland, 40 miles and under, 2d.; above 40 miles, 4d.

In 1662 the Scottish parliament ordained posts to be established between Edinburgh and Portpatrick, *en route* to Ireland, with intermediate stations at Linlithgow, Kilsyth, Glasgow, &c., and the postage of letters from Edinburgh to Glasgow was fixed at 2s. Scots (2d. sterling), while that to all other parts of Scotland was 3s. Scots (3d. sterling).[4] The conveyance of letters throughout Scotland by post appears to have been by postmen, or runners on foot. In the same year the king appointed Patrick Graham of Inchbrackie to be postmaster-general for Scotland, for life, with a salary of £500 Scots (£41 13s. 4d. sterling) per annum. In 1674, John Graham was appointed to that office, with a salary of £1,000 Scots (£83 6s. 8d. sterling).

In 1668, Glasgow established Port-Glasgow as the port of the city, the shallowness of the Clyde at the time preventing the passage up the river of vessels drawing any considerable depth of water. It became necessary, in consequence, to establish a post between the city and its port, and to pay the postman who conveyed the letters.

In 1669 a post was appointed to go between Edinburgh and Aberdeen twice a week, and between Edinburgh and Inverness once a week.[5] The postage of a letter carried 40 miles Scots (about 60 miles English) was 2d., with an additional 1d. for every 20 miles farther.

On 9th June, 1674, the town council of Glasgow appointed a small committee to meet with the "postmaster-general, John Graham," and arrange as to the establishment of a post in the town. What this indicates is by no means clear. Can the

[1] Acts of Parliament, VI., ii., p. 757.
[2] *Ibid.*, p. 893.
[3] English Act—13 Charles II., c. 35.
[4] Privy Council Register, quoted in Domestic Annals of Scotland, II., p. 264.
[5] Arnot's History of Edinburgh, p. 538.

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"post," previously referred to, have been employed in carrying letters to and from Edinburgh, and may that service afterwards have been performed by Robert Mein,[1] under an arrangement that he was to be paid by Glasgow for the service which he performed? This would seem to have been the case. If so, the negotiations with Graham would appear to have had reference to the establishment in the city of a local post. The population of the city at that time was probably between 10,000 and 11,000.

At this time Mein appears to have furnished and forwarded to Glasgow the news letters and gazettes, and to have been remunerated for his service. On 14th May, 1670, £8 14s. 2d. sterling were paid to him as in full till 1st April previous.[2] But, on 17th March, 1677, the provost reported that he had settled with another person in Edinburgh to send to the town the news letters and gazettes, and that it would be better served than heretofore. The town-clerk was accordingly instructed to intimate to Mein that he need send no more papers, and that what was due to him for past service would be paid.[3] On 8th September, 1694, the treasurer was authorised to pay to William Menzies, merchant in Edinburgh, £10 sterling as in full of his account for news letters and gazettes supplied by him during the two previous years.[4]

John Graham, the postmaster-general, died in 1689, and John Graham, apothecary in Edinburgh, was appointed to the office by purchase.

On 8th September, 1694, the leading merchants of Glasgow presented to the town council a supplication setting forth the advantages which would result, not only to the merchants and traders, but also to all the inhabitants, by the establishment of three posts a week to and from Edinburgh. This application was remitted to the dean of guild and previous provost to consider upon what method these three posts could be established, and the expense of establishing them.[5] But the result does not appear from the council records.

On 6th June, 1695, the Committee of the Scottish Parliament on Trade submitted the draft of an act anent a general post office to be kept in Edinburgh,[6] and on 5th July, an act was passed which—setting forth that for the maintenance of mutual correspondence, and preventing of many inconveniences that happen by private post, several public post offices had been erected for carrying and receiving of letters by posts to and from most parts and places of the kingdom, and that the well-ordering thereof was matter of general concern, and of great advantage, as well for the convenience of trade and commerce as otherwise—appointed a general post

[1] Mein seems at that time to have held the post office in Scotland in farm, but afterwards became the postmaster at Edinburgh.

[2] Council Records.

[3] *Ibid.*, p. 123.

[4] MS. Council Records, XIV., p. 298. In 1678, William Hume, an Edinburgh merchant, supported apparently by the town councils of Edinburgh and Glasgow, established a stage coach between the two cities; and in July of that year 400 marks were paid him "for twa years' salleric, advanced to him for setting up and keeping the coach" [Glasgow Memorabilia, p. 229]. The fare for the journey was £4 16s. Scots in summer and £5 8s. Scots in winter. On his petition the privy council granted him an exclusive privilege for seven years, and also exempted his horses from any kind of public service [Privy Council Register]. The scheme, however, seems not to have been successful [Domestic Annals, II., p. 392].

[5] *Ibid.*, XIV., p. 298.

[6] Acts of Parliament, IX., p. 314.

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office to be kept in Edinburgh, from which all letters and packets might be expeditiously sent to any part of the kingdom, or any part of the king's dominions, or into any kingdom or country beyond the seas, by the packet which went sealed to London, at which all returns and answers might likewise be received. It provided that a master of the general letter office, to be called "H.M. Postmaster General," should, from time to time, be appointed by the King, and that the office might be set in tack; that the postmaster-general, or tacksman for the time, and those appointed by him, should have the exclusive right to receive and despatch posts with all speed, and to deliver all letters and packets from time to time sent to and from every part of the kingdom, to and from His Majesty's dominions or places beyond the seas, where he should cause posts or running messengers to be seated. From the operation of this order, however, were excepted letters sent by any person to or from any place within the kingdom by their own servants, or by express sent about their own affairs, and letters directed along with and relating to goods sent or to be returned by common carriers. Where post offices had not been erected and posts settled, the custom of sending letters by carriers or others, as formerly, was allowed, but only till such offices were established. The postmaster-general, or tacksman, and those appointed by them, were authorised, to the exclusion of all others, to provide and have in readiness sufficient horses and furniture for riding post to and from all places in Scotland, where post roads were, or might afterwards be established. The act prescribed the postage to be exacted for all letters and packets, and the sums to be exacted from all persons to whom horses, furniture, and guides for riding of post on any of the post roads; and it prohibited under penalties all persons and bodies, politic or incorporated, excepting the postmaster-general, or tacksman, or their deputies, and the servants of noblemen, gentlemen, and others, in the cases specially excepted, from carrying, receiving, or delivering letters for him, or to set up or supply any foot post or horse post, or to settle postmasters within their jurisdictions.

For the postage of all letters, the postmaster-general, or the tacksman, or their deputies, were authorised to charge as follows:—All single letters to Berwick, or any part within 50 miles of Edinburgh, 2s.; double, 4s.; and so proportionately. All single letters to any place above 50 miles, and not exceeding 100 miles, 3s.; double, 6s.; and so proportionately. All single letters to any place in Scotland above 100 miles, 4s.; double, 8s.; and so proportionately. Single letters, with bills of lading or exchange, invoices or merchants' accounts, enclosed, to be considered only as single letters. Packets of paper to pay as triple letters.

This act also provided for the establishment of packet boats to go weekly from Portpatrick to Donaghadee in Ireland, to carry and receive all letters which might be sent betwixt Scotland and Ireland.[1] It prohibited every one from impeding the

[1] 1695, c. 31, Acts of Parliament, IX., p. 418. Upon that statute Dr. Robert Chambers made the following remark:—"It is to be observed that the post system for Scotland was provided with but one centre, viz., the capital. Letters coming from London to Glasgow arrived in Edinburgh in the first place, and were thence despatched westwards at such times as might be convenient. At one time the letters were detained twelve hours in Edinburgh before being despatched to Glasgow. It seems at present scarcely creditable that, until the establishment of Palmer's mail coaches in 1788, the letters from London to Glasgow passed by this circuitous route, and not by a direct one, although

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post under pain of £1,000; and empowered the privy council to appoint post offices at convenient places, and to enforce the act.

Though the act of 1695 prohibited common carriers from carrying letters in districts in which post offices existed, other than such as related to goods sent or to be returned to them, the prohibition was largely evaded, and the receipts of the post office in Scotland did not meet the expenditure. In 1698 the Scottish postmaster-general found that he could not make the receipts cover the expenditure, even with a grant from the Government of £300 a year.[1] To check the practice of common carriers carrying letters, a stringent proclamation was issued in August, 1702, prohibiting all persons who were not the servants of noblemen or gentlemen from carrying, receiving, or delivering any letters where post offices existed.[2]

At this time the postal revenues were scarcely sufficient to meet the postal expenses.

On 18th June, 1695, the council ordered the treasurer to pay to Hugh Blair, merchant, the town's postmaster, £10 sterling as his salary for the year to Martinmas, 1694.[3] This would seem to imply that the management of the post office in the city was regarded as largely, if not exclusively, local.

In 1704 the postmastership of the burgh appears to have been held by one Robert Thomson, who was also tacksman of the cart dues. He claimed £53 10s. Scots (£4 8s. 4d. sterling) as due to him for the postage of letters, but offered to make oath that he had paid more to the town than he had received as tacksman. Under the circumstances the council authorised him, on 4th January, 1705, to be paid 50 merks (£2 15s. 6d. sterling) in addition to the £53 10s., making £86 16s. 8d. Scots in full of all his claims.[4]

After the Union on 1st May, 1707, the Scottish Privy Council ceased to exist. It was estimated at this time that if the revenues of the post office, which were held in ferme by Mein under lease till 11th November, were collected, they might amount to £2,000.[5]

There were, at this time, 34 postmasters in the country, of whom 12 were paid by salary, the remaining 22 receiving, as their remuneration, a proportion of the postage on inland letters. The highest salaries were given to the postmasters of Haddington and Cockburnspath, who received £50 each. The salary of the postmaster in Glasgow was then £25, while that of the postmasters of other towns was—

the western city had by that time a population of 50,000, and was the seat of great commercial and manufacturing industry" [Domestic Annals of Scotland, III., p. 125].

[1] Domestic Annals, III., p 357.

[2] Domestic Annals, III., p. 265. "But although posts were established," says Arnot, "such was their mode of travelling that they hardly deserved the name. For instance, a person set out with the mail from Edinburgh for Aberdeen; he did not travel a stage and then deliver the mail to another postboy, but went on to Dundee where he rested the first night, to Montrose where he stayed the second, and on the third he arrived at Aberdeen; and as he passed by Kinghorn it behoved the tide, and sometimes also the weather, to render the time of his arrival more late and uncertain. In this manner the mail was conveyed thrice a week between Edinburgh and Aberdeen, but between most parts of Scotland a post went only twice, between some only once a week, and the postboy travelled on foot." (History of Edinburgh, p. 538.)

[3] MS. Council Records, XIV., p. 332.

[4] *Ibid.*, XIV., p. 298.

[5] Acts of Parliament, XI., Ap., 196.
Glasgow and its Clubs, p. 363.

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Aberdeen, £28; Dundee, Montrose, and Inverness, £15; Dumfries and Ayr, £12. It does not appear whether these were the total emoluments of the local postmasters, paid by the post office, or whether they were supplemented by the town councils of the respective burghs, or by local charges in respect of the delivery of letters. Runners or postboys, who carried the mail through the whole journey between special towns, also received fixed salaries.[1]

On 7th November, 1709, the town council of Glasgow, considering many complaints by foreign trading merchants, and divers other inhabitants, as to the want of a horse post between Edinburgh and Glasgow, recommended the magistrates to memorialise the Earl of Godolphin, Lord High Treasurer, to establish one between the two burghs.[2] This application was, however, refused, though the difference in point of cost was only £20 a year. The truth seems to have been that this, and other matters affecting intercourse within the kingdom, were relegated to subordinates, with instructions to keep down expense, and that these instructions were carried into effect without intelligent discrimination.[3]

In 1710 the necessity for having the post office of the United Kingdom remodelled and placed under one system of administration was recognised, and in that year an act of Queen Anne[4] established a general post office in London for all the British dominions. The postmaster-generalships for Scotland and Ireland were abolished, and one postmaster-general for the three kingdoms was authorised to be appointed by the crown. The chief letter offices of Edinburgh, Dublin, and New York were reorganised, and three rates of single postage were established, viz. :—3d. if under 80 miles, 4d. if above, and 6d. to Edinburgh or Dublin. For letters from Edinburgh to any part of Scotland the single charges were 2d. for 50 miles and under, 3d. above 50 and not exceeding 80 miles, 4d. above 80 miles. For letters from Dublin to any part in Ireland, 2d. for 40 miles and under, and 4d. above 40 miles. This increase in the postage rates had the opposite of the intended effect by reducing the number of letters transmitted by legitimate channels.

In 1715, as the result apparently of negotiations between the magistrates and the postmaster-general, three mails a week were established between Edinburgh and Glasgow, the runners leaving Edinburgh on Tuesday and Thursday at 12 o'clock p.m., and on Sundays in the morning, and arriving at Glasgow on the evenings of Wednesday and Friday, and on the forenoon of Monday. In March, 1717, the first horse post between Edinburgh and Glasgow was established.

In 1720, when the pest office authorities established a postal service between Glasgow and Port-Glasgow, the town council, on 1st October, rescinded a former act, by which they undertook to pay Thomson, the then Glasgow postmaster, £24 Scots of salary for furnishing a courier to carry letters between these places.[5]

In October, 1723, the post office authorities at Edinburgh announced a thrice-a-

[1] The whole postal establishment of Scotland after the Union is said to have cost only £1,000 yearly.

[2] MS. Council Records, XVIII., p. 162.

[3] Joyce's History of the Post Office, p. 136.

[4] 9 Anne, c. 10.

[5] MS. Council Records, XX., p. 315.

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week correspondence with Lanark, by means of the horse-post of Glasgow and a runner thence to Lanark. The official intimation of this arrangement said—"This at first sight appears far about. But the Glasgow horse-post running all night makes the despatch so quick that letters come this way to Lanark in 20 or at most 22 hours, and from Lanark to Edinburgh in 24 hours at most."[1]

So late as between 1730 and 1740 the post between Edinburgh and London was transmitted only thrice a week, and was conveyed by coaches; and about this time the English mails were protected by armed guards. That protection was shortly afterwards extended to Scotland.[2]

After 1750 the privilege of a riding post, which had been established between Edinburgh and Glasgow in March, 1717, was extended to other large towns—to all of which letters were despatched thrice a week. The smaller towns had a bi-weekly despatch of foot-runners.[3]

The trade and commerce of the city increased from year to year after this time, and with that increase the number of letters. It then took a day and a-half for the stage coach to travel from Glasgow to Edinburgh.[4]

Previous to 1758 the mail from Edinburgh to London—by which all letters from Glasgow were conveyed—took 131 hours in transit, and from London to Edinburgh 87 hours. Thus the mail leaving Edinburgh on Saturday at 12 p.m. did not reach London till 11 o'clock on Friday morning, and letters sent from London on Tuesday night were usually not delivered in Edinburgh till Sunday between sermons.[5] George Chalmers, a merchant in Edinburgh, called the attention of the postmaster-general to the faulty arrangements which led to such unnecessary delay, and showed how the distance between Edinburgh and London could be accomplished

[1] Domestic Annals, III., p. 402.

In 1707 the revenue of the general post office in Scotland was £1,194; in 1730 it was £5,399; in 1754 it was £8,927; and in 1757 it was £10,623 [Arnot's History of Edinburgh, pp. 540-541].

[2] On 15th October, 1743, the establishment of a stage coach between Edinburgh and Glasgow was proposed to the town council of Glasgow by John Walker, merchant in Edinburgh, to set out twice a week from each of these cities, and to be horsed by six sufficient horses, for twenty weeks in the summer, and once a week for the rest of the year. To enable him to undertake this work, he asked the council to guarantee the annual sale of 200 tickets at the price of 10s. sterling. The proposal was remitted to a committee for consideration and report, but nothing seems to have followed upon it [Memorabilia, p. 359].

[3] So late as the middle of the eighteenth century, journeys from the West of Scotland to London were best performed on horseback, for from Glasgow to Grantham there was no turnpike, only a narrow causeway, with soft unmade road on each side—a pack-horse way. Even in 1760 the coach from Edinburgh to London left only once a month, and took sixteen days for the journey, over a considerable part of which there was no turnpike. Whenever new turnpikes were made, they were violently resisted, as the toll was considered an unjust exaction. It was made felony to remove a toll-bar, but it was not easy to protect a long line of road against systematic attack [Social England, V., p. 347].

[4] Glasgow and its Clubs, p. 362.

[5] Arnot, p. 539. In 1758 a regular conveyance for passengers was established between Edinburgh and Glasgow. It was drawn by four horses, and the journey occupied twelve hours [Domestic Annals, III., p. 612.]

This was greatly in excess of the speed at which stage coaches travelled, and Dr. Robert Chambers says it was a great marvel at that time. In 1700, he adds, York was a week distant from the metropolis. Between London and Edinburgh, even so late as 1763, a fortnight was consumed—the coach only starting once a month. The intermediate Sunday was quietly spent at Boroughbridge, in Yorkshire, as much for the sake of relief to ex-

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in 85 hours and between London and Edinburgh in 82 hours. The acceleration thus shown to be practicable was pressed upon the authorities by the Convention of Burghs, and in 1758 it was carried into effect. In recognition of his services in connection with the improvement Chalmers received a gratuity of £600, and in 1765 he succeeded in getting the postal authorities to increase the service between London and Edinburgh from three to six days a week.

After 1760 the hereditary revenues arising from the post office were merged in the general revenue of the country.[1]

On 12th March, 1778, the town council approved of a scheme, originated by the merchants of the city, for obtaining more speedy postal communication between London and Glasgow than then existed, and subscribed twenty guineas towards defraying the expenses of the provost to London to promote it.[2] What the result of his action was does not appear, but it would seem that the desired improvement was not effected, for in 1781 the establishment of a direct post between London and Glasgow, *via* Carlisle and Moffat, occupied the attention of the town council and merchants' house,[3] and resulted in an application to the government to rearrange the London post by the proposed new road from Glasgow to Carlisle by way of Moffat, so that there should be six posts weekly from London to Glasgow, as there then were from London to Carlisle. By such an arrangement, it was urged, letters would be brought from London to Glasgow upon the afternoon of the fourth day; more ready communication would be opened with many trading towns in England; trade would have the benefit of six posts in the week, instead of five, from London; of six posts in the week from Liverpool, Manchester, Lancaster, and other towns in the west of England in place of five; and of six in the week from Ireland in place of three—the last of which could be easily accomplished by bringing forward the Irish letters to Gretna, there to be taken up by the London post.[4] What followed upon this application does not appear, further than that previous to 11th July in the same year communications took place between the council, the merchants' house, and the authorities of Paisley; that Mr. Hodgson, surveyor of post roads in England, met these bodies, and discussed matters with them; and that, on 7th July, 1788, the first direct mail from London to Glasgow was established.[5] This mail, however, does not appear to have interfered with the transmission of letters from Glasgow to London, and *vice versa*, via Edinburgh.

Two years before this direct transmission to and from London had been effected, complaints were made as to the great delay which took place in the delivery of letters after the mails arrived in the city. A deputation of the Chamber of

hausted nature as from motives of piety. The first vehicle which plied between Edinburgh and Glasgow was started in 1749. It was called "The Edinburgh and Glasgow Caravan," and performed the journey of forty-four miles in two days [The Book of Days, II., p. 228].

[1] In 1760 the revenue of the general post office, in Scotland, was £11,942. In 1774 it was £30,461, and in 1776 was £31,103.

[2] MS. Council Records, XXXI., p. 56. The merchants' house, p. 281.

[3] *Ibid.* The whole postage revenue for Glasgow at this time was £4,341 4s. 9d. [Glasgow and its Clubs, p. 363].

[4] MS. Reports, Report Book, 1782-1799, pp. 2-4. Council Records, XXXII., pp. 29, 30.

[5] MS. Report Book, pp. 17-20. Glasgow and its Clubs, p. 363.

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Commerce accordingly waited upon Mr. Jackson, the then postmaster, to ascertain the cause of the delay.[1] But that gentleman gave the deputation little satisfaction. It was not possible, he said, to expedite the delivery; no good purpose would be served by introducing additional servants into the post office; and, in his opinion, the post office, as it then was, was sufficiently large, and he knew of no other place so conveniently situated.

The first Glasgow post office was established in a small apartment in the High Street, and the postmaster is said to have been in the habit of making periodical visits to Edinburgh to pay over his drawings to the Scottish Exchequer. In those days the journey was attended with a number of risks, and in undertaking it the postmaster was wont to take advantage of the movements of important personages. Under the protection of their retinue he found safety for himself and his treasure. About 1730 the post office was in Montgomerie's land, Saltmarket, built, it is said, by Daniel Montgomerie, then postmaster.

In 1785 the arrangements for the departure of the mails from Glasgow were as follow:—To London, *via* Edinburgh, at 9 o'clock a.m.; to London, express every Monday at 11 a.m.; to Ireland, five days a week, at 12 noon; and to Greenock daily, at 2 a.m.[2]

In 1787 the post office was transferred to 51 Princes Street, then called Gibson's Wynd, and consisted of three small rooms, rented, it is said, at £8. The largest room was about 12 feet square, and the other two 10 feet by 6 feet. One of these was the private room of the postmaster, and the other was used for sorting the letters. The staff then consisted of the postmaster, Mr. Jackson, with a salary of £200, one clerk at £30, another at £25, four letter carriers, and a stamper, each at 10s. 6d. weekly. But out of his salary the postmaster had to supplement the salaries of each of the clerks by £10, and to provide coals, candles, &c., for the office. The post office remained in these premises for several years.

[1] Glasgow Facies, II., p. 944.

Writing in 1833, Dr. Robert Chambers says—"Within the memory of an old citizen, the Edinburgh post office was kept on the second flat of a house near the Cross, above an alley which still bears the name of the Post Office Close. Thence it was removed to a flat on the south side of the Parliament Square, which was fitted up like a shop, and the letters were dealt across an ordinary counter like other goods. Here, it may be further mentioned, all the out of doors business of the office was managed by one letter carrier. From the Parliament Square the office was removed to a house which had been occupied by Alexander Lockhart (Lord Covington), thence, after some years, to a house in North Bridge Street—the most northerly on the west side; and thence to the present elegant building in Waterloo Place [Minor Antiquities of Edinburgh, p. 204]. From that site in Waterloo Place the post office has been transferred to the structure at the south-east corner of Waterloo Place and North Bridge Street, erected on the site of the old Theatre Royal, and what was known as Shakespeare Square.

In 1781 there were 140 post offices in Scotland [Lang's History of the Post Office in Scotland].

In 1783 the revenue of the post office general at Edinburgh was upwards of £40,000 [Stark's Picture of Edinburgh, p. 155].

In 1786 two stage coaches left Edinburgh for London daily, and accomplished the journey in 60 hours [Creech's Fugitive Pieces, p. 68].

In 1788 a stage coach was established between London and Glasgow, and performed the journey (405 miles) in 65 hours.

In October of the same year Colin M'Farlane, innkeeper, commenced a daily coach service to Edinburgh [Domestic Annals, III., p. 612].

[2] Progress of Glasgow, by George Stewart, p. 101.

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To expedite the despatch of their express letters, the wealthier merchants frequently arranged with the postmaster to send off these letters under covers, sealed with the post office seal, thus securing the advantages of speed which the regular mail possessed. For the service thus rendered the postmaster received a suitable consideration. But the practice was challenged by the collector of pontages on the new bridge at the foot of Jamaica Street, who demanded from the postboy carrying these letters the usual pontage of one penny, from which regular mails were exempt. The then provost, who was one of the merchant class who benefited by the practice, reprimanded the collector for what he considered to be his misbehaviour. But, in the following year, the keepers of the several tolls combined to oppose the practice, and insisted on toll being paid for such expresses. Jackson, the postmaster, thereupon brought an action against the tollmen, concluding for repetition of the tolls paid, and for £20 of damages and expenses. The action was defended by the tollmasters, and as Jackson refused to state whether the despatches were public or private, the sheriff sustained the defence, and found the postmaster liable in expenses. Jackson thereupon advocated the case to the Supreme Court, but it affirmed the judgment of the sheriff, and so the practice was discontinued.[1]

In 1788 a notice was exhibited in the Glasgow post office to the effect that the business had so much increased that letters could not be delivered at the bar except to such as chose to pay a fee of 5s. a quarter to the clerks. This exaction led the Lord Provost (John Campbell), who was then also president of the Chamber of Commerce, to write to the post office authorities on the subject. The chamber also reported as to the illegality of the transaction. Meanwhile the postmaster removed the obnoxious notice, but substituted another to the effect that letters would be delivered at the bar as hitherto, and that the fee proposed was optional, but that no one was expected to give less than 10s. This modification was, however, equally objectionable to the chamber, which protested against the payment of *any* compulsory fees, and the matter so ended.[2]

In 1788 a plan which had been urged for a lengthened period upon the postal authorities by John Palmer, the manager of the Bath Theatre, for transmission of the mails by coaches constructed to travel at a uniform speed of eight or nine miles an hour, and accompanied by an armed guard (and which had been first applied on 2nd August, 1784, to the route between London and Bristol), was extended to Scotland. It provided that coaches should be run direct from the metropolis in three days—a rate of speed thought almost incredible. The post from London, though much accelerated by this time, took five days on the journey to Edinburgh, and when the mails arrived, after the hour of despatch to Glasgow had passed, the letters were detained till the departure of the next day's mail.[3]

[1] Glasgow Facies, II., p. 947.

[2] Progress of Glasgow, p. 104.

[3] In the accounts of the Glasgow Chamber of Commerce are several entries of expenses of riding express to Edinburgh to forward the Glasgow correspondence.

The first mail coach from London drove into Glasgow in July, 1788, and was welcomed several miles out of the town by a procession of the citizens on horseback. But the road had been shockingly made, and before long had become impassable. The journey of 405 miles was performed in 65 hours. Robert Owen states that in 1795 it took him two days and three nights incessant travelling to get from Manchester to Glasgow [Smiles' Engineers (Metcafe & Telfourd), p. 246; Strang's Glasgow Clubs, p. 132; Glasgow Past and Present, III., p. 436].

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The mail bags were then carried between the two towns by postboys on horseback, at an average rate of from three to four miles an hour, including stoppages. Mr. Palmer thus describes the postal system as it then existed:—"The post conveyance at present, instead of being the swiftest, is almost the slowest conveyance in the country; and though, from the great improvement in our roads, other carriers have proportionately mended their speed, the post is as slow as ever. It is likewise very unsafe, as the frequent robberies of it testify; and, to avoid a loss of this nature, people generally cut bank bills or bills at sight in two, and send the bills by different posts. The mails are generally entrusted to some idle boy without character, mounted on a worn-out hack, and who, so far from being able to defend himself, or escape from a robber, is much more likely to be in league with him."

As regarded the direct mail between Glasgow and London, it was arranged that the innkeepers on the road would bear the expenses of the first mail coaches, their recompense being the profits arising from the entertainment of passengers by the way; and no doubt the share of the expenses each incurred was expected to be in due proportion to the benefits anticipated. To assist the innkeepers, a subscription was got up by the Chamber of Commerce amongst the gentlemen in Glasgow and its neighbourhood. The subscription reached the amount of £190 14s., but the sum wanted was £280, and two of the directors were requested to procure additional subscriptions. In the meantime, to show the directors' approval of the plan, the secretary was authorised to make up, from the funds of the chamber, the sum wanted. That the mail coach and the armed guard gave great satisfaction at the time may be inferred from the fact that Mr. John Palmer (to whom the introduction of mail coaches in 1784 is due) was elected an honorary member of the chamber; that he was presented by it with a piece of plate with a handsome inscription; and that a vote of thanks was awarded to him for his services, and for "the speed and safety in correspondence and expedition of personal conveyance afforded by the mail coach, and the attention he has given, and continues to give, to establish such regulations as it is hoped will soon give complete effect to his excellent plan." It was also resolved that the chamber should do everything in their power to countenance and encourage the innkeepers, and will consider all who may attempt opposition as unfriendly to the accommodation and interest of this city and the west of Scotland.[1]

So late as 1794, all letters from London and the south were sent to Edinburgh, where they arrived at 7 a.m., but those for places further north were not despatched till 8 p.m. This delay was very objectionable to the burghs and counties interested, and, taking the initiative in the endeavour to obtain an acceleration of the northern mail, the provost of Perth, acting for the other parties interested, wrote the provost of Glasgow in April of that year, inviting the co-operation of the town council in an effort to procure an improvement in the service. He explained that those whom he

[1] Progress of Glasgow, by George Stewart, p. 107.

Arnot states that while the post between Edinburgh and London took three days to accomplish the journey, it occupied four days in 1790 [History of Edinburgh, pp. 536-537].

In 1791 there were 164 post offices in Scotland. [Lang's History of the Post Office in Scotland.]

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represented had petitioned the postmaster-general to arrange for the north mail being despatched from Edinburgh at 9 or 10 o'clock a.m., so as to cross the Forth at Queensferry at noon, and reach its destination twelve hours earlier, and that the application thus made was in process of being supported by the counties. He therefore urged Glasgow to support the movement as a matter of importance, inasmuch as its correspondence with Perth was of considerable magnitude, and, if successful, would make the course of post between the two burghs two days instead of four. This application was unanimously agreed to, and the magistrates were authorised to take all practicable means to obtain the improved service.[1]

It appears that after this the mails from Edinburgh to the north were despatched at one or two o'clock p.m. But that did not satisfy the burghs north of the Forth, for, in March, 1796, the magistrates and traders in these burghs memorialised the postmaster-general to despatch the mails for them at 9 o'clock a.m., as far north, at least, as Aberdeen, by a mail coach or diligence instead of by a horse post. Compliance with this request, it was estimated, would save the government £100 a year, and greatly shorten the time within which answers could be given to letters so despatched. That memorial the Glasgow town council also agreed on 21st March to support, on the ground that it would greatly benefit the commerce and manufactures of the city, and all the western counties and towns of Scotland.[2] The result of this application was an offer by the postmaster-general to despatch the northern mail from Edinburgh at 11 instead of 1 o'clock, and an intimation that a mail coach had been ordered to convey the mail between Edinburgh and Aberdeen after 5th April, 1797. This arrangement was, however, unsatisfactory, and the northern burghs and counties resolved to press for the north mail being despatched from Edinburgh immediately on the arrival there of the mail from London. The town council of Glasgow resolved, on 16th May, to co-operate with the counties and burghs in endeavouring to get the improvement desired.[3] In recognition of the co-operation thus given by Glasgow, the burgh of Banff, on 28th September, transmitted the freedom of that town to the Lord Provost of Glasgow and the other gentlemen who had given their support to the movement. This act was reported to the town council on 10th November.[4]

In 1795 an official communication was received to the effect that the condition of the mail road near Moffat was such that the mail would not be able to come forward during winter, and expressing the hope that the inhabitants, assisted by the chamber of commerce, would raise a subscription to defray the expenses of repairing the road. The chamber, however, referred to the fact that the increased postage charged on letters had increased the postal revenue to probably upwards of £1,000, and that a portion of that increase should be applied towards the cost of the necessary repairs. It was also urged that the government should either allow for the carriage of the mail by coach a sum equal to one passenger ticket, or that the contractors for the mails, under subsequent contracts, should be required to pay tolls for their coaches. The Chancellor of the Exchequer, however, did not accept either proposal, but

[1] Council Records XXXVI., p. 77.
[2] *Ibid.*, XXXVII., pp. 98-124.
[3] Council Records, XXXVII., p. 488.
[4] *Ibid.*, XXXVIII., p. 6.

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intimated that an additional penny should be added to the postage of all letters passing from one part of Scotland to another.[1]

In 1798 a penny post was established in Glasgow.

In 1800 the post office was removed to a house immediately west of a close, 28 St. Andrew Street, and rented, it is said, at £12 annually. In 1803 it was removed to the back land of the court at 114 Trongate, afterwards called the Post Office Close, and the rent was £20. Mr. Jackson was then postmaster.

In 1802 the postboy who conveyed the mails between Glasgow and Edinburgh was stopped on the road by robbers, and all the letters and papers taken forcibly from him. This, however, was not an uncommon occurrence in these days. An agitation was in consequence got up in the principal towns interested to have a mail coach established between them, but the contractors who were applied to on the subject declined to have anything to do with the project if the coach should start, either from Edinburgh or Glasgow, later than four o'clock. After much correspondence on the subject, the chamber of commerce resolved that the despatch of letters from Glasgow at any hour earlier than eight o'clock would prove injurious to the west of Scotland; but as the security of the mail was a matter of the highest importance, the postmaster-general should be asked to direct the mail to be conveyed in a gig or other light carriage, with a driver and guard, and that the time of departure from Glasgow should remain unaltered. The mail coach was established.[2]

Writing in 1804, Denholm states that a mail coach to London left Glasgow daily at two o'clock, and reached the metropolis in 63 hours, while another arrived in Glasgow every morning. Mails from Glasgow to and from Greenock, the service to which had been commenced on 12th November, 1788, were despatched and received twice, and to and from Ayr once daily. The mail from Glasgow to Edinburgh had, till a short time previously, been carried by a postboy on horseback, but was then conveyed in a single horse chaise, by a person properly armed. He adds that at this time there were four daily deliveries of letters.[3]

In 1806 the staff of the post office in Glasgow consisted of the postmaster, three clerks, six letter carriers, and one stamper. At this time Mr. Jackson was succeeded in the postmastership by Mr. William Bogle, merchant, a former magistrate of the city, whose appointment was recommended by the council, and he was succeeded, six months later, by Mr. Dugald Bannatyne, dean of the faculty of procurators.[4]

About 1810, a club, called the "Post Office Club," was formed in Glasgow, and held its meetings at eight o'clock at night—the time at which, according to Dr. Strang, the London mail was made up, and when all letters for the south required to be lodged in the receiving box of the central post office, which was then the small

[1] Progress of Glasgow, p. 109.

In 1797 the letters which passed between Glasgow and Edinburgh were conveyed in a single horse chaise by a man properly armed instead of by a boy on horseback.

In 1799 the stage coach service between Edinburgh and Glasgow had been so much improved that whereas in 1766 the time occupied on the journey was twelve hours it was now six. [Domestic Annals III., p. 612.]

[2] Progress of Glasgow, pp. 109-110.

[3] History of Glasgow, p. 327.

[4] The revenue of the post office general at Edinburgh in 1806 was estimated to be £100,000 [Stark's Picture of Edinburgh, p. 155].

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low-roofed building in Nelson Street, under the superintendence of Mr. Bannatyne. At that hour, he says, a small bell, whose silvery tinkle many of the older citizens[1] may still remember, and which many of the more juvenile may still hear in the rather uncouth campanile of the Bridgegate church, was nightly rung in the Laigh Kirk steeple for a quarter of an hour previous to the letter-box being closed, to warn all who had letters to post; and so soon as this tinkle was heard over the then mercantile neighbourhood, the counting-house clerks or porters were despatched to the post office; while on hearing the same tinkle the members of the Post Office Club stepped out of the Tontine coffee room to have their two hours' gossip in their club room.[2]

The complaints which were made as to the post office in Trongate, both as regarded its inadequacy of accommodation and the unsuitability of its position, led in 1810 to the transference of the post office to a building erected by Mr. Bannatyne on the east side of Albion Street, now and for many years called Nelson Street. Its rent was £30, and the post office remained there for thirty years.[3] According to "Glasgow Facies," the situation was very ill chosen, but it was understood to have been brought there through the influence of the Royal Bank, at that time located in St. Andrew Square, and then all potent in Glasgow. The post office was almost a duplicate of the former one in Prince's Street. The rooms were the same in number, and situated respectively to each other in pretty much the same manner, only they were a trifle larger. Government paid £12 for these premises.

In 1810 the postal revenue for Glasgow was £27,598 6s.

In 1813 an act of parliament repealed in Scotland the exemption from toll of mail carriages with more than two wheels, and to compensate the post office for the loss which such appeal would occasion, it imposed an additional halfpenny on every letter conveyed to Scotland by mail coach. To get rid of this increased postage, the mail coach from Glasgow to Paisley and Greenock was replaced by a horse post, and so the additional postage was not chargeable. Three posts were, moreover, established between these places instead of two.[4]

In 1814 the Glasgow post office staff consisted of the postmaster, 8 clerks, 10 letter carriers, and 1 stamper; and the number of letters which passed daily through the office was 281, or upwards of 88,000 in the course of the year. The revenue from that source is said to have amounted to £367 8s. 8d.

At this time Glasgow had fairly entered upon that career of expansion and progress which has placed it in the front rank of municipal importance, and the citizens felt that the postal arrangements were in every view inadequate. Frequent representations were made by them and by public bodies to the postal authorities and to the government as to the necessity both for increased accommodation and improved service, but these were received generally with curt and peremptory declinature. To this treatment, however, the public bodies were not disposed to submit without remonstrance, and the postal authorities were, from time to time,

[1] This was written in 1856.

[2] Glasgow and its Clubs, pp. 364, 365.

[3] It is described by Dr. Cleland by whom it was designed. [Annals I., p. 99.]

[4] Joyce, p. 360.

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subjected to a fusilade of letters, memorials, and deputations, all of which, however, proved ineffective. In confirmation of this fact it is only necessary to refer to some of the most important appeals which were made to the postal authorities and to the treasury.

On 16th October, 1827, the directors of the Bank of Scotland, who had recently purchased the buildings of the Star Inn, in Ingram Street, offered either to erect a post office and lease it, or to convey part of their purchase for that purpose.[1]

At the same time the chamber of commerce appointed a committee to co-operate with committees of other public bodies in endeavouring to obtain from the government a sum to be expended in erecting premises suitable for the accommodation of the different branches of the public revenue. The council were, however, of opinion that a site suitable for a custom house or excise office might not be generally convenient for a post office, and that their efforts should, in the meantime, be confined to obtaining a suitable and much-needed post office. A committee was accordingly appointed to co-operate with the committees of other bodies in endeavouring to obtain a grant of money for the erection of a post office.[2]

In November, 1828, the desirability of having the mail between London and Glasgow accelerated was under the consideration of the Merchants' House, and on the 10th of that month a remit was made to a committee to take such steps as might conduce to that object, and also "to endeavour to procure a speedy delivery of the letters after the arrival of the mails in the city."[3]

In 1830 the postal revenue for Glasgow was £34,978 9s.

In 1832 the staff of the post office in Glasgow consisted of the postmaster, 8 clerks, 18 letter carriers, 2 stampers, and 1 sorter.

In January, 1831, the Merchants' House expressed their sense of the "extreme inconvenience, insecurity, and unsuitableness of the accommodation" in the post office, and of the necessity for government being urged either to build an office in a central situation, with accommodation adequate to the importance of the city and the revenue drawn from it, or to grant a sufficient annual allowance for that object, in conformity with a recommendation of a parliamentary commission on the subject reported to parliament some years previously; and the house invited the co-operation of the council and other public bodies on the subject.[4] The council unanimously resolved to co-operate in promoting the object,[5] and on 2nd February adopted a series of resolutions to be presented to the treasury, and, if necessary, to both houses of parliament, urging the immediate provision of suitable and adequate post office accommodation. It was also resolved to renew the application formerly made for an increased acceleration of the mail between London and Glasgow.[6] These applications were not successful, and on 17th January the Merchants' House, and on 12th February, 1833, the Town Council resolved to memorialise the treasury for the grant of a principal sum or an annual allowance towards the cost of erecting a

[1] Council Records, LI., p. 466.
[2] *Ibid.*, p. 473.
[3] The Merchants' House of Glasgow, p. 346.
[4] Merchants' House, p. 421.
[5] Council Records, LII., p. 617.
[6] *Ibid.*, p. 626.

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more commodious post office.[1] But these applications also met with a curt refusal on 11th April.[2]

So matters remained till 30th June, 1836, when the council resolved to petition parliament on the subject.[3] But that application also was ineffective, and on 27th March, 1838, they again resolved to renew their application to the treasury and the postmaster-general. On the following day also the Merchants' House, considering that the retirement of Mr. Bannatyne from the postmastership afforded a favourable opportunity for obtaining the removal of the post office to a situation better suited to the convenience of all classes of the community, resolved to take such measures as might be most effectual to attain the object.[4]

A memorial was accordingly presented to the post office authorities urging that, as the contract which had existed between the last postmaster and the government was terminated, the time was favourable for granting the facilities asked, and for acquiring the house in Glassford Street which had belonged to the Ship Bank. It was also represented that a postmaster should be appointed qualified by experience for the proper discharge of his important duties, and that his remuneration should not be connected with an allowance for office assistants.[5] At the same time a petition, numerously signed, was presented to the council, urging it to use its influence in the choice of a situation for a new post office which would afford the greatest facility to the city as a whole, and this petition was ordered to be transmitted to Mr. Reeves, of the post office, with a recommendation that the subject should be favourably considered.[6] This was followed on 13th September by an unanimous resolution of the council to recommend, as a central and convenient site, the property on the east side of Glassford Street belonging to Mr. Meikleham.[7]

Mr. Bannatyne was succeeded in the postmastership by Mr. J. B. Sebwright.

On 12th March, 1839, the Merchants' House represented to the treasury that the mail packet stations of Donaghadee and Portpatrick were unsuitable, and that their maintenance there had been attended with serious loss and inconvenience to the trading interests of the West of Scotland. It therefore craved that these postal stations should be changed to one or other of the neighbouring ports on the north coast of Ireland, and from Portpatrick to Loch Ryan, Ardrossan, or one or other of the safe harbours on the Clyde.[8]

A few months previous to this time Mr. Rowland Hill had publicly advocated the introduction of what is now known as the penny postage scheme in substitution for the then existing system, under which the average charge on inland post letters was nearly 9d. for each letter. His proposals were, however, denounced by the postmaster-general, Lord Lichfield, and by the officials of the post office. But a readjustment of the postal system was demanded by the people, whose claims were supported by the recommendation of a select committee, to which the whole subject was referred for enquiry. Among the early supporters of Hill's project was the town council of

[1] Merchants' House, pp. 380-389. Council Records, LIII., p. 517.
[2] Council Records, LIII., p. 581.
[3] *Ibid.*, LV., p. 483.
[4] Merchants' House, pp. 418-9.
[5] Merchants' House, pp. 420-1.
[6] Council Records, LVI., p. 547.
[7] Merchants' House, p. 594.
[8] Merchants' House, p. 423.

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Glasgow, which on 21st March resolved to petition parliament in support of it.[1] On the 3rd of April the Merchants' House presented a similar petition.[2] Yielding to the popular demand, the Government introduced a bill to enable the reform to be effected. This bill became law on 17th August, 1839, and on 10th January, 1840, a uniform penny postage rate throughout the United Kingdom came into operation with reference to letters the weight of which did not exceed half-an-ounce; for letters above one but under two ounces the postage was 2d., increasing by 2d. for each additional ounce or fraction of an ounce up to 16 ounces. All postages had to be prepaid, or if not prepaid were chargeable at double rates. Parliamentary franking was abolished, and postage stamps were introduced in May following.[3]

On 11th April a memorial from persons interested in the Irish mail and its defective condition, and the unfitness of Portpatrick and Donaghadee for packet stations, was presented to the town council, and was remitted to a committee for consideration, and to make such representations on the subject as they deemed expedient.[4] Following upon this action, the council memorialised the treasury in terms similar to those of the memorial by the Merchants' House on 12th March,[5] and the presentation of the memorial was reported to the council on 20th June.[6]

In 1840, after a delay of seven years from the time when the application of Glasgow for adequate post office accommodation was curtly refused, the post office authorities were pleased to remove the post office to 42 and 44 Glassford Street.

The staff of the post office at this time consisted of 13 clerks, 3 stampers, 2 newspaper sorters, and 28 letter carriers.

On 21st July, 1841, the town council resolved to memorialise the treasury as to obtaining greater regularity and despatch in the conveyance of the Irish mails, and also to complain of the great delay in assorting and delivering letters at the post office after the arrival of the mails.[7] On 9th June, 1842, it was agreed to memorialise the postmaster-general to institute four post office despatches between Edinburgh and Glasgow respectively on each lawful day.[8] Beyond acknowledging the receipt of the memorial nothing, however, appears to have been done. In consequence, the Merchants' House, on 25th November, represented the great inconvenience experienced by the public under the arrangements then existing, by which only two mails were despatched daily between the two cities—one by railway at

[1] MS. Council Records, LVI., pp. 467-8; LVII., p. 84.

[2] Merchants' House, pp. 418-424.

[3] Immediately previous to this time the inland postage rates for an ordinary single letter were as follows:—

	s.	d.
From any post office to any place not exceeding 15 miles' distant, . . .	0	4
Above 15 miles and under 20 miles, . .	0	5
,, 20 ,, ,, 30 ,, . .	0	6
,, 30 ,, ,, 50 ,, . .	0	7
,, 50 ,, ,, 80 ,, . .	0	8
,, 80 ,, ,, 120 ,, . .	0	9
,, 120 ,, ,, 170 ,, . .	0	10
Above 170 miles and under 230 miles, .	0	11
,, 230 ,, ,, 300 ,, . .	1	0
For every additional 100 miles, . . .	0	1
And for every letter carried over the Borders an additional	1	2

[4] MS. Council Records, LVII., p, 97.

[5] *Ibid.*, p. 94.

[6] *Ibid.*, p. 113.

[7] *Ibid.*, LVII., p. 598.

[8] *Ibid.*, LVIII., p. 44. For such an improvement in the service, the Edinburgh and Glasgow Railway, which was opened on 18th February of this year, every facility existed.

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11 a.m. and the other by road at 10 p.m.[1] The effect of this was that in no case could letters be answered by post in less than 18 and in most cases in 24 hours, though railway trains passed five times daily.[2]

On 20th May, 1843, the council resolved (1) that the plan of post office improvement suggested by Rowland Hill, and carried into partial operation by the treasury, was, and had been, productive of the most beneficial effects socially, morally, and commercially to the nation at large; (2) that they looked with interest and anxiety for the completion and full development of the plan as a means of yet further promoting the public convenience and welfare, and also of supplying the deficit in the revenue occasioned by the great reduction in the rates of postage; and (3) that parliament be petitioned to institute an inquiry into the state of the post office with a view to the adoption of such measures as might seem best fitted for carrying into complete operation the aforesaid improvements, or to discover the causes which prevented the attainment of such an important and desirable object. A petition embodying these resolutions was accordingly presented to the House of Commons.[3]

On 21st September, 1843, the Merchants' House presented a memorial to the Earl of Ripon, president of the India Board, in which, appreciating the benefit which had resulted to the commerce of the country by the adoption of the overland route to India, it recommended the proposal made to him and the government by the Peninsular and Oriental Steam Packet Company, under which they undertook, by the employment of powerful steam vessels between this country and Alexandria, and between Suez and Bombay, to convey the overland mails at greatly diminished expense, so as to reduce the time of transit to not more than twenty-eight days, thus lessening the time then required by six or seven days, and securing the saving of a month in the correspondence with the near parts of India, and proportionally facilitating it with more distant communications to India and China.[4]

Subsequently the council memorialised the postmaster-general to establish an additional post between Glasgow and Liverpool.[5] On 11th January, 1844, also, they memorialised the treasury as to the alterations of the hours of departure and arrival of the English mail.[6] On 14th November a committee was appointed, after communicating with Liverpool and Manchester, to report as to the best means of improving the postal communication between the city and Lancashire.[7] On 5th May, 1845, it was resolved to transmit a strong representation to the treasury complaining of the inadequate accommodation in the post office, and urging the necessity for a remedy being immediately provided.[8] The receipt of this representation was duly acknowledged by the secretary of the treasury,[9] and, on 27th November, the secretary of the post office stated that such directions had been given in regard to it, with the advice of the postmaster-general, as appeared to be requisite.[10]

[1] Previous to this the time occupied by the stage coach in travelling between Edinburgh and Glasgow had been reduced to 4½ hours.

[2] Merchants' House, p. 441.

[3] MS. Council Records, LVIII., p. 262.

[4] Merchants' House, p. 443.

[5] MS. Council Records, LVIII., p. 427.

[6] MS. Council Records, LVIII., p. 427.

[7] *Ibid.*, p. 427. At this time the postal revenue of Glasgow was £26,709 15s. 6d.

[8] *Ibid.*, p. 641.

[9] *Ibid.*, pp. 726-738.

[10] *Ibid.*, LIX., p. 8.

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On 9th December, 1845, the merchants' house again memorialised the government as to the inadequacy of the postal establishment, and asked that more suitable premises might be provided, and such additional officers appointed, as were necessary for the proper accommodation of the public.[1]

On 31st December, 1846, the council resolved to memorialise the postmaster-general to arrange for having the English mail sent by railway from Lancaster to Carlisle, so as to enable the merchants in Glasgow to receive their letters four hours earlier.[2] In answer apparently to this memorial, it was intimated on 8th January, 1847, that after 1st February effect was to be given to the desired change.[3] On 18th February the council resolved to memorialise the postmaster-general in regard to the delay and irregularity in despatching and delivering letters since the date of the last change.[4] The receipt of this memorial was acknowledged on 4th March by the postmaster-general,[5] and on 14th October the secretary of the post office stated that the treasury had sanctioned such an augmentation of the force of clerks attached to the Glasgow office as would ensure a prompt discharge of the duties, and supply the desired accommodation.[6] On the same day the council remitted to the magistrates to obtain the recall of an order from the general post office to delay the delivery of newspapers till the letters were sorted, and to urge that immediately on the arrival of the London mail newspapers might be delivered as heretofore.[7] To that memorial a reply was received,[8] and on its being reported to the council on 16th December, it was agreed to memorialise Lord John Russell on the subject, and an answer to that memorial having been submitted to the council on 5th October, was remitted to the committee on "mails."[9]

In 1847 the post office staff consisted of 27 clerks, 58 postmen, and 6 stampers.

Previous to this time the mail from Glasgow to England, and *vice versa*, was carried to and from Carlisle by coach, which also conveyed mail bags to the more important places on the road, but this coach was discontinued after the conveyance of the mails was undertaken by the Caledonian Railway Company, which, towards the end of that year, intimated that on and after 10th September till further notice mail coaches would run from Glasgow and Edinburgh to Beattock, and connect there with trains to Lockerbie, Carlisle, Preston, Liverpool, Manchester, and London—the journey to London being performed in 21½ hours from Glasgow and 20 hours from Edinburgh. These coaches were discontinued on 10th March, 1848, and the mails were afterwards transmitted to and from the south by railway.

Of the extent of the mials then, as compared with those even of forty years later, some idea may be formed from the fact that the body of the mail coach (about 10 feet by 4) was more than sufficient to hold all the bags. These could then be carried into the office by one man, whereas at the latter date two vans and two lorries were required to bring the heaviest mail to the office, and probably as many postmen to carry the mail into the office as were in the office in 1848.

[1] Merchants' House, p. 452.
[2] Council Records, LIX., p. 496.
[3] *Ibid.*
[4] *Ibid.*, p. 313.
[5] *Ibid.*, p. 549.
[6] Council Records, LX., p. 20.
[7] *Ibid.*, p. 25.
[8] *Ibid.*, p. 77.
[9] *Ibid.*, p. 324.

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In 1848 Mr. Sebwright, postmaster, died, and was succeeded in the following year by Mr. James. The post office staff during that year consisted of 98 persons.

On 15th February, 1849, the town council resolved to memorialise the treasury urging a separate despatch from the midland counties of England to the north, and inviting the co-operation of the corporations of Liverpool and Manchester, and also of the Chamber of Commerce and Merchants' House of Glasgow, on the subject.[1]

The Merchants' House accordingly, on 21st February, agreed to support the council's memorial.[2] On 8th March the council memorialised the postmaster-general to accelerate the mail which left Glasgow for London at 9 p.m., and which left London for Glasgow at the same hour.[3] The receipt of this memorial was acknowledged on 29th March.[4] On 11th October the Merchants' House resolved to memorialise the postmaster-general to use his influence to prevent the transmission of mails from London on Sundays, which would increase the amount of Sunday labour in London as well as in many of the leading commercial towns throughout the country.[5]

On 10th January, 1850, the members of the Tontine Reading-room petitioned the council to memorialise the government to retain the post office either on its present site in Glassford Street or as near thereto as possible, and the petition was remitted to a committee with powers.[6] On 28th March the council resolved to petition parliament, and also the postmaster-general, for a cessation of business on Sundays in the post offices throughout the kingdom.[7]

On 3rd October a committee of the council was appointed to communicate with the postmaster-general and others regarding the proposed erection of a new post office, and to urge that the building should be in a situation and of a character commensurate with the growing wants of the community.[8]

In 1850 the post office staff consisted of 31 clerks, 6 stampers, 3 newspaper sorters, and 51 letter carriers.

On 17th July, 1851, the merchants' house represented to the postmaster-general that it would be of the utmost importance to the merchants and manufacturers of Glasgow, as well as of London, to have the evening mails despatched from both places by an accelerated train at such an hour as would admit of correspondence being delivered in both cities early in the following morning, and thereby enable the merchants to transact the business of the day and report the same in the afternoon.[9] On the 24th of the same month the council were informed that plans of a new post office in George Square had been prepared, and that by desire of the post office authorities these included a dwelling-house for the postmaster. Having regard to the smallness of the site, this arrangement seemed so objectionable that the Lord Provost represented his objection to Lord Seymour, the Chief Commissioner of Woods and Forests, who personally disapproved of the project. The Lord Provost's

[1] Council Records, LX., p. 414.
[2] Merchants' House, p. 463.
[3] Council Records, LX., p. 434.
[4] *Ibid.*, 442.
[5] Merchants' House, p. 465.
[6] Council Records, LX., p. 645.
[7] *Ibid.*, p. 698.
[8] *Ibid.*, LXI., p. 50.
[9] Merchants' House, p. 470.

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action was approved, and it was remitted to him to take such steps as he might consider necessary to ensure that the new building would afford ample accommodation to the public.[1]

On 7th April, 1852, the council resolved to memorialise the postmaster-general to expedite the English mails,[2] and on 5th May a committee was appointed to enquire into the facilities given by the post office authorities of the city as to receiving houses, the collections and deliveries, and the money order office, and that committee reported on 23rd September that four money order offices should be established in the northern, eastern, southern, and western portions of the city. On 3rd December the council, however, resolved that the application to the postal authorities should be restricted to two money order offices.[3] On 11th November the attention of the council was called to the inadequacy of the accommodation proposed to be provided in the new post office, of which plans had been prepared, and a committee was appointed to consider them, and also to confer with the other public bodies in the city as to improvements in the conveyance of the mails from the city.[4] Under this remit the committee reported their opinion that in view of the great and rapid increase of the city, the accommodation proposed to be provided was extremely inadequate; that the site on which the new building was proposed to be placed was too small; and that additional ground should be acquired so as to enable a suitable post office to be erected. In order to obtain the co-operation of other public bodies in impressing the matter on the government and the postal authorities, the committee met with representatives of the Merchants' House and Trades' House—representatives of the Chamber of Commerce, though concurring, being unable to attend—and it was resolved that the accommodation indicated by the plans would not be adequate, and that the placing of the money order office in an upper flat of the building, 28 feet above the basement, would be very inconvenient. The meeting also resolved that the property in George Square immediately to the east of the proposed building—which could be acquired for from £4,000 to £4,500—should be secured, so as to admit of a post office suitable for the city being erected. These resolutions were unanimously approved of by the council on 3rd December, 1852, and a deputation from each of the public bodies referred to went to London on the subject, and received from Lord Hardwicke, then postmaster-general, an assurance that he would recommend the treasury to authorise the purchase of the additional ground.[5] On 27th January, 1853, a letter from the secretary of the post office stated that the propriety of establishing additional money order offices in large provincial towns was under consideration; and on 29th April the secretary of the treasury intimated that it was not considered necessary to acquire additional land for an enlarged post office.[6] This communication was reported to the town council on 12th May, when it was resolved to express dissatisfaction with the decision; to renew, in concert with the other public bodies, the effort by representation to the postmaster-general and treasury, and, if necessary, by an appeal to parliament, to obtain suitable post office

[1] Council Records, LXI., p. 175.
[2] *Ibid.*, p. 358.
[3] *Ibid.*, p. 425.
[4] Council Records, LXI., p. 507.
[5] *Ibid.*, p. 175.
[6] *Ibid.*, p. 659.

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accommodation.[1] A public meeting of the inhabitants also petitioned the postal authorities to provide the required accommodation, but on 7th, 22nd, and 24th June, letters from the postmaster-general, the treasury, and the chancellor of the exchequer were received, adhering to the intimation previously made.[2] On 1st and 15th September the council appointed a committee to interview Mr. Rowland Hill (then secretary to the postmaster-general), who was in Scotland in regard to the post office accommodation,[3] and on 6th October remitted to a committee to memorialise the government, through the postmaster-general, "to have the management of the post office of Glasgow put on an equal footing as regarded its collections, deliveries, arrivals, despatches, its money order offices, and the remuneration of its servants, with the most favoured of the United Kingdom."[4] On 27th October, 1853, intimation was received that two additional money order offices were to be established in Glasgow.[5]

In this year the postage revenue of Glasgow was £47,063 7s. 5d.[6]—an increase of £20,353 11s. 11d. since 1844.

In 1854 the staff of the post office in Glasgow consisted of 36 clerks, 8 stampers, 4 newspaper sorters, 70 letter-carriers, 2 porters, 1 collector, and 3 railway messengers.

In 1855 the postmen received their first official uniform, consisting of a scarlet swallow-tailed coat, blue vest, and tall black satin hat, with gold band and cockade. They supplied their own trousers, which were also uniform in style.

In pressing upon the government the necessity for having the post office put upon a proper footing, Mr. M'Gregor, M.P., rendered the city important service, and the result was an agreement to erect a new and more suitable building on a site which was acquired by the post office authorities at the corner of South Hanover Street and George Square. Urgent representation was made at this time as to the expediency of acquiring additional ground for subsequent inevitable extensions, and it was urged that such acquisition could be obtained at the time on reasonable terms. But the advice was disregarded. Further delays also occurred in proceeding with the building, and further representations were made, both as to that and as to improved postal communication with the Cape and with Australia.[7] Ultimately the new post office was erected, and the work of the department was transferred from Glassford Street to it in January, 1857.

On 14th April, 1864, the merchants' house resolved to memorialise the postmaster-general to direct that mail steamers proceeding to Southampton should land their mails at Falmouth, and that these mails should be sorted on board the steamers before arriving in port;[8] and in December, 1865, the house resolved to co-operate with the Liverpool Chamber of Commerce in the endeavour to have the mails to America despatched from London on Friday instead of Saturday.[9]

In 1870 the postal revenue of Glasgow had extended to £136,790 1s. 3d.

[1] Council Records.
[2] *Ibid.*, p. 670.
[3] *Ibid.*, pp. 698, 708.
[4] *Ibid.*, p. 730.
[5] *Ibid.*, p. 733.
[6] Glasgow and Its Clubs, p. 363.
[7] Council Records, LXII., pp. 30, 42, 95.
[8] Merchants' House, p. 507.
[9] *Ibid.*, p. 509.

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The extension of the operations of the post office, and the rapid growth of the city, soon necessitated the provision of greatly extended post office accommodation, both as regarded building and staff, and this year the town council memorialised the postmaster-general on the subject, and followed up their memorial by a deputation, who explained fully to the authorities the position of matters.[1]

In 1871 the scale of postage as regarded inland letters was altered, and became as follows:—Not exceeding 1 ounce, 1d.; not exceeding 2 ounces, 1½d,; not exceeding 4 ounces, 2d.; and ½d. for every 2 ounces up to 12 ounces, 1d.; 1d. being charged for each additional ounce. In 1885 the heavy charge over 12 ounces was removed.

On 17th February, 1871, the merchants' house also represented to the postmaster-general the undue delay in the delivery of letters, especially of those arriving in Glasgow from London by the morning limited mail; the need for largely increased accommodation in the post office; and the establishment and maintenance of a staff of thoroughly trained sorters and clerks. A representation was also made as to the insufficiency of the telegraph department, as to which complaints had frequently been made.[2] This memorial, and another by the chamber of commerce, were presented to the postmaster-general by a deputation from the merchants' house in London, and meetings took place between them and the post office authorities in Glasgow.

On the 2nd of March the Lord Provost reported that he and other members of the council had, when in London, seen the postmaster-general as to the memorial of 1st December, 1870, and that he hoped the representations then made would receive effect.[3] As the result of the pressure then put on the government, it was compelled to acquire, at a greatly enhanced price, the eastern block of buildings which it had been so earnestly pressed to purchase in 1856.

On the 20th of the same month the dean of guild reported to the merchants' house that an offer of £27,000, made on behalf of the government for the George Square and South Frederick Street property had been accepted, and that arrangements had been made under which the post office was to get entry to a portion of the property at Whitsunday. But even after the property had been acquired, and notwithstanding the inconvenience which both the public and the officials were suffering from insufficient accommodation, the premises so purchased were let on lease, and the much-needed extensions were delayed.

In 1872 Mr. James died, and was succeeded by Mr. Richard Hobson.

In consequence of this unaccountable delay in meeting the clamant wants of the community, the council, in June, 1872, again presented an urgent memorial, representing the necessity for largely increased postal facilities being forthwith provided, and the placing of the Glasgow post office under the immediate direction of the postmaster-general. This memorial, the subject of which was also pressed upon the consideration of the authorities by the merchants' house, was transmitted through Mr. Dalglish, M.P., and was communicated to the Lord Advocate.[4] The result of the pressure thus brought to bear on the government was that the Glasgow

[1] Council Records, LXIV., pp. 634, 642, 644.
[2] MS. Copy Memorial.
[3] Council Records, LXIV., p. 644.
[4] *Ibid.*, LV., pp. 97, 101, 214.

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office was relieved from the control of the secretary in Edinburgh, and placed under the administration of Mr. Richard Hobson as postmaster and surveyor, subject to the direct control of the post office authorities in London. The difficulties he had to encounter, however, in consequence of inadequate accommodation, ultimately compelled the government to take action, and to proceed with the building of a suitable office. But, as a first step to this, the authorities had to negotiate with the tenants of the properties acquired in 1870 for a surrender of their leases, and to pay them considerable compensation. The space between Hanover Street and Frederick Street was in consequence built upon. The old office building was then taken down, and rebuilt in conformity with the design for the new structure. The foundation-stone of that portion of the new post office was laid with full masonic honours on 17th October, 1876, by H.R.H. the Prince of Wales, accompanied by the Princess of Wales, the Princes Albert Victor and George of Wales, and Prince John of Glücksburg, all of whom were the guests of Colonel Campbell of Blythswood. Before performing that ceremony the Prince of Wales and the royal party reviewed on the Green the local volunteer regiments, and lunched with the Lord Provost (Bain). The building thus auspiciously commenced was completed in 1879, at a cost of about £28,000.[1]

On 25th September, 1882, the post office staff consisted of the postmaster, 157 clerks, 240 letter carriers, 38 auxiliary letter carriers, 31 watchmen, female servants, and boy porters, 300 telegraph clerks, of whom 196 were male and 104 female; 56 house and news messengers, and 132 telegraph message boys—in all, 955. The postal revenue this year was £264,875 16s. 10d.

The rapid extension of the business of the post office speedily rendered further enlargement necessary, and in 1880 the building extending from the west side of the posting lobby to Hanover Street was commenced. It was completed in 1883, at a cost of about £15,000. In May, 1890, a third addition was commenced on the site of the Athenæum building in Ingram Street, and was finished in 1896, at a cost of about £52,000. Of this sum the cost of the site was about £30,000, and that of the building £22,000. The basement of the post office contains the engine room, telegraph delivery room, &c. The first floor is used for parcels and letters, the second floor is the postmen's office, and the third floor is used as the instrument room.

In order to facilitate the despatch of letters and parcels over the extensive area of the ever-growing city, six two-horse brakes were employed on 1st August, 1885, to convey the postmen to their respective beats; and in 1887 eight brakes were employed for the first delivery and eleven vans for collecting purposes.

It is somewhat beyond the purpose of this paper to refer to the means which have been adopted since the introduction of railways, and the immense increase of correspondence, to accelerate the processes of assortment and delivery. But these modern appliances illustrate the development of the postal system, and contrast so strongly with the torpidity of the early methods of postal inter-communication as to call for some notice. This development has been largely accomplished by the connection with the various railway trains, carrying mails, of carriages fitted

[1] *Antea*, p. 175.

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up as postal offices, in which a staff of sorters arrange the contents of the mail bags during the journey, so as to admit of the contents being delivered as soon as each city or town on the line to which they are directed is reached. In Scotland such postal carriages, or sorting tenders, accompany the principal mail trains along the Caledonian line from Carlisle to Glasgow, to Edinburgh, and north to Aberdeen; along the North British system between Newcastle and Edinburgh and through Fife; on the Great North of Scotland railway; on the Highland line almost into the moors of Sutherland and Caithness shires; on the Glasgow and South-Western railway, and along the Galloway branch to Stranraer, with its comparatively modern sea route to Ireland *via* Larne. In these carriages registered letters and packets are under the exclusive charge of one officer, and are arranged in a space separated from the rest of the carriage by a wire screen. A separate sorting-carriage is appropriated to parcel work. Mr. Braid thus describes the work done every morning in the sorting-carriage conveying letters and parcels between Carlisle and Glasgow:—"The London train on its northward route is timed to reach Carlisle station at 2.48 a.m. At this early hour the Glasgow sorters, who stay overnight at Carlisle, and of whom twenty are employed on the duty, commence their work. There, over 140 bags, with correspondence for Glasgow, city and district, as well as for twenty-eight Clyde and other towns, are received into the sorting-tender. These bags, which come from all parts of England, and from towns in the south of Scotland, have either arrived by the south train in question or have reached Carlisle in the course of the night or early morning. On Mondays a number of additional bags come from certain Irish towns. Twice a week, also, an American mail is received, and there is scarcely a morning on which, in addition to the usual inland work, foreign mails do not also reach the sorting-tender. All these bags have to be opened, and the letters, &c., therein sorted. Those to be delivered by postmen in Glasgow itself are divided in the tender into 38 separate divisions, and eventually put into the same number of bags. These divisions and bags correspond with the number of districts into which, for delivery purposes, the city is divided. Those letters, &c., which are not delivered by postmen, but called for at the post office—that is, either by renters holding private boxes, or *poste restante* letters, for strangers having no address in Glasgow—are also divided into a number of divisions and placed in corresponding bags. The letters, &c., therefore, arriving from the south are thus, owing to their sortation on the way, practically ready to be placed in the hands of the postmen when the bags reach the Glasgow office. Each such delivery district is served by from two to twenty-four postmen, the number being regulated according to the amount of correspondence for the district. It is only by this sorting *en route* that it is at all possible to have the first delivery in Glasgow started, as it is each morning (with a punctual arrival of the train) at 6.45 a.m., and completed within a fairly reasonable time. This morning delivery is by far the most important of the day—the correspondence then delivered being equal to at least any other two, or, excluding the last delivery, any three of the others."

To avoid the delay which would be occasioned by the frequent stopping of the mail train either to receive or to deliver mail bags along the line, an ingenious arrangement has been adopted by which the pouch containing the mail bags to

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be deposited at a particular place is dropped, while those to be received at the same place are intercepted by the mail carriage as the train rushes past at the rate, it may be, of sixty miles an hour.

In 1891 Mr. Hobson retired from the postmastership, and was succeeded by Mr. Francis Braid, who retired in 1900. Mr. Bertram W. Seton was then appointed to the office.[1]

It would be foreign to the object of this paper to enter into full details as to the various important schemes which have been engrafted upon the post office, as it is now conducted with so much efficiency. Some of them can only be mentioned :—

(1) In December, 1838, the issuing of money orders by post office officials for their own benefit, which had been authorised by the postmaster-general in 1792, was taken over by the post office establishment. Since 1859 the money order system has been extended to many of the colonies and to foreign countries.

The following table shows the business done by the money order department in each of the three decennial periods 1875, 1885, and 1895, and also in 1900:—

	No. of Money Orders issued.	Amount.	No. of Money Orders paid.	Amount.
1875, ...	251,534 ...	£420,024 9 0 ...	265,227 ...	£511,173 18 3
1885, ...	211,740 ...	396,401 19 8 ...	242,699 ...	538,390 17 10
1895, ...	209,310 ...	554,038 3 0 ...	258,749 ...	711,888 11 11
1900, ...	230,019[2] ...		288,807 ...	

(2) The modern mail packet service, which, till 1860, was under the control of the Admiralty, has since that year been managed by the post office.

(3) On 17th May, 1861, the act 24 Victoria, c. 14, authorised the establishment of a system of savings banks in connection with the post office; and on 16th September of that year a department for that business was established. This act was brought into operation in Scotland and Ireland in February, 1862, and was amended on 4th May, 1863, by 26 and 27 Victoria, c. 14. Since 1880 depositors have been enabled to invest their savings in government stocks.

The number of deposits and withdrawals during the years 1871, 1881, 1891, 1899, and 1900 were as follows :—

	Number of Deposits.	Number of Withdrawals.
1871, ...	7,946 ...	3,273
1881, ...	20,209 ...	4,592
1891, ...	32,722 ...	11,628
1899, ...	83,193 ...	29,230
1900, ...	83,692 ...	30,744

(4) On 14th July, 1864, the act 27 and 28 Victoria, c. 43, authorised the postmaster-general to grant life insurance policies and annuities within certain limited amounts. The issuing of these was commenced in April, 1865.

(5) On 31st July, 1868, the act 31 and 32 Victoria, c. 110 [the Telegraph Act,

[1] To both Mr. Braid and Mr. Seton acknowledgments are due for the courtesy with which they have communicated information.

[2] The record of the amount of Money Orders issued has been discontinued.

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1868], authorised the postmaster-general to acquire and work electric telegraphs, which had previously been conducted by commercial telegraph companies and railway companies. On 9th August, 1869, under the act 32 and 33 Victoria, c. 73 [the Telegraph Act, 1869], he acquired, under certain exceptions, the exclusive privilege of sending telegraphic messages within the kingdom. On 9th August, 1870, the act 33 and 34 Victoria, c. 88 [the Telegraph Act, 1870], extended the previous telegraph acts to the Channel Islands and the Isle of Man. The powers thus conferred upon him came into operation on 5th February, 1870. The tariff of 20 words for 1s. was reduced on 1st October, 1885, to 12 words for 6d. The post office has also erected private wires for firms and persons, from whom it draws large revenues.

The number of telegrams forwarded, received, and transmitted were as follows:—

1871, ...	1,283,319
1881, ...	2,354,347
1891, ...	7,366,786
1899, ...	8,699,050
1900, ...	9,032,310

The taking over by the post office of the telegraph system rendered it necessary not only to increase the postal staff in Glasgow by 161 men and boys, but also necessitated a large increase of accommodation.

On 21st December, 1880, Mr. Justice Stephen decided, in favour of the post office, that telephony was a form of telegraphy, and since then telephony has been carried on in Britain under the license of the postmaster-general, on payment of one-tenth of the gross receipts. The National Telephone Company succeeded, after much litigation, in establishing a practical monopoly, which it maintained until dissatisfaction with the quality of its service and its charges led to the postmaster-general being authorised by parliament to grant licenses to local authorities to establish telephonic service within prescribed areas. The effect of this has undoubtedly been to induce the Telephone Company to improve its service and reduce its charges. But the town council of Glasgow, and several other large towns, have obtained authority from the postmaster-general to establish telephonic services within their areas and adjacent districts, and in Scotland the Scottish Secretary has authorised the borrowing of moneys to construct the requisite works. The necessary wires are being laid generally in conduits under the streets of towns, so that competition will exist between the company and the local authority undertaking the telephone service. How this arrangement will work financially remains to be seen. But it is to be hoped that, ere long, the government will take over the entire telephone systems of the country, and work them as the telegraphs are now worked.

(6) On 1st October, 1870, post-cards, halfpenny stamps and wrappers were introduced.

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(7) On 1st January, 1881, postal orders were authorised to be issued as a means of transmitting small sums of money.

The number of postal orders issued and paid during the years 1881, 1891, 1899, and 1900 were as follows :—

	Number issued.	Number paid.
1881, ...	18,087 ...	40,664
1891, ...	513,843 ...	719,766
1899, ...	1,122,725 ...	1,538,806
1900, ...	1,180,823 ...	1,630,798

(8) On 8th August, 1882, the act 45 and 46 Victoria, c. 74 [the Post Office Parcels Act, 1882], empowered the post office to convey parcels by post, on conditions different from those which apply to ordinary postal packets. This department of its work was commenced on 1st August, 1883, and in 1885 was extended to various colonies and foreign countries. The original weight limit of 7 lbs. was raised on 1st May, 1885, to 11 lbs., the charge for that weight being 1s. 6d. But in June, 1897, the charge was reduced to 1s. At the same time the letter postage was reduced, and 4 ounces instead of 1 ounce could be sent for 1d.

The average number of parcels dealt with in a week was—

1883, ...	21,824
1884, ...	27,139
1889, ...	47,734
1894, ...	70,001
1899, ...	94,837
1900, ...	104,233

(9) The Inland Revenue department also avails itself of the post office as a medium for issuing a great variety of licenses throughout the country.

The value of the stamps sold was as follows :—

1871, ...	£36,753	3	8
1881, ...	171,969	7	7
1891, ...	366,810	0	2
1899, ...	473,902	12	2
1900, ...	469,661	0	0

(10) In March, 1891, a system of express delivery for letters and parcels was established in London and many of the more important towns.

(11) For many years a system of registering letters had been in existence. The fee for inland registration, in addition to ordinary postage, was at first 2d.; but, on 1st June, 1891, a combined system of registration and insurance was introduced for letters and parcels, with fees ranging from 2d. to 6d., and a maximum insurance of £25. A further extension has since been made, and the fees now range from 2d. to 1s. 2d., with a maximum insurance of £120.

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The number of the staff engaged at various periods in carrying on the business of the several departments of the post office in Glasgow was as follows:—

1787,	...	5	.....	1869,	...	268
1826,	...	22	.....	1870,	...	449
1840,	...	58	.....	1872,	...	455
1847,	...	90	.....	1887,	...	1,402 [2]
1848,	...	98	.....	1890,	...	1,730
1850,	...	91	.....	1895,	...	2,062
1854,	...	124	.....	1899,	...	2,675
1857,	...	150 [1]	.....	1900,	...	2,785

In the benefits derivable from all these extensions, Glasgow, with its rapid developments, has fully participated; and whatever complaint the city may have had to make in former times, it has, in recent years, been in the enjoyment of every desired advantage, finding in its official representatives unvarying courtesy, and the desire to promote the public interest and convenience.

It may be permitted, before closing this paper, to refer to two matters connected with the administration of the post office which at various times have attracted considerable attention. The *first*—the franking of letters by members of both houses of parliament—is now happily a thing of the past. The *second*—the opening of letters in their passage through the post office—is now only possible when necessary for purposes of criminal investigation, or when authorised by a secretary of state, subject to his responsibility to parliament and to the country.

As regards the first—

From a very early period the chief officers of state enjoyed the privilege of sending and receiving letters at all times free of postage and without limitation as to weight. This privilege was known as "franking," and extended also to members of both houses of parliament during session, and for forty days before and after, the weight as regarded them being limited to two ounces. It was grossly abused, however, and led in 1698 to an order that members of parliament should, with their own hands, indorse their names upon their own letters, and not suffer any letters to pass under their frank save such as concerned themselves. In 1705, again, a warrant under the sign manual, while enumerating the officers of state who were entitled to frank, charged them not to cover any men's letters other than their own, and required them to send any letters which might come for private persons addressed to their care to the post office to be taxed and delivered. But the abuses connected with the letters of members of parliament were still more extended. Not only were letters franked for their own use and that of their friends, but persons assumed the names borne by members, and used these for the fraudulent conveyance of letters

[1] In 1857 there were 18 receiving offices in and connected with the city.

[2] Including subordinate officers, the number was 1,600. Of these, 684 were employed in the telegraph department.

[3] In 1900 there were 18 branch offices and 83 receiving offices in and connected with the city. Besides these there were 194 pillar boxes and wall letter boxes.

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from and to them. The effect of this abuse on the postal revenue, both of England and Ireland, was very serious, and in 1764, when franking for the first time became the subject of statutory enactment, an attempt was made to restrain it within legitimate bounds. But the legislative recognition of the right appeared to remove any scruples which may have existed previously, and the extent to which franking was carried was greatly increased. This system of abuse and fraud was most conspicuous in Ireland. In 1785 fresh restrictions on franking were imposed by statute, but these restrictions were evaded, and the evil remained in an exaggerated form. To modify it an act was passed in 1795, which considerably limited the privileges of members as to giving and receiving letters. Curiously enough, the Roman Catholic peers of Ireland seem to have been excluded, on the score of their religion, from the privilege of franking, and so late as 1828 are found protesting against that exclusion. Referring to this franking system, Mr. Lecky says that covers of letters bearing the signatures of members were sent "by hundreds in boxes over the kingdom for distribution or for sale." The forgery of franks became the commonest of crimes, and one member of parliament is said to have received no less than £300 a year from a great mercantile house for franking their correspondence. It was computed that the government loss through the franking of letters was not less than £170,000 a year. An act had been passed in 1783 strictly restricting the privilege of franking, obliging the members to write the whole superscription of the letters they franked, and making the forgery of franks highly penal; but it proved quite insufficient to suppress the frauds connected with the system.[1]

As regards the second—

The act of 1710 gave for the first time parliamentary sanction to the power, previously assumed, of secretaries of state opening letters passing through the post office, by enacting that no letter should be opened, detained, or delayed, "except by express warrant, in writing, under the hand of one of the principal secretaries of state for every such opening, detaining, or delaying." It is to be observed, however, that nine years previous to the passing of this act the public authorities in Scotland claimed the right, in the public interest, to open letters passing through the post office. In the exercise of the power thus claimed the Lord Advocate opened two letters from Brussels, which were found, however, to relate exclusively to private business. And even after 1710 the authorities in Scotland exercised the right apparently for purposes of political espionage. Writing from Edinburgh to Sir Robert Walpole in 1738, the Earl of Islay said he was forced to send his letter by a servant twenty miles out of town, where the Duke of Argyle's attorney cannot handle it. Curiously enough, however, when Lord Islay succeeded his brother as Duke of Argyle in 1743, he appears to have adopted a similar system of espionage. In March, 1748, again, General Bland, commander of the forces in Scotland, writing to the secretary of state, says that even his letters were opened at the Edinburgh post office. He adds—"I think this is done by order of a noble duke in order to know my secret sentiments of the people and of his grace. If this practice is not stopped,

[1] The Constitutional History of England, V., p. 29.

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ministers cannot hope for any real information." It was doubtless in view of such facts as these that George Chalmers referred to the Edinburgh post office in the reign of George II. as "infested by two Dukes of Argyle."[1] In 1788, again, when Captain Macrae, a duellist, fled from justice, his letters were seized at the post office by warrant of the Lord Justice Clerk Braxfield.[2] This seizure, however, like the case in 1710 above referred to, had reference to criminal proceedings. Nor does the violation of the secrecy of the post office appear to have been confined to Scotland, for Mr. Lecky says that during the first half of the eighteenth century the secrecy of the post office was habitually violated, and Walpole had no scruple in opening the letters of a political rival.[3] Alluding to the objectionable nature of this practice, Sir Thomas Erskine May says—"Akin to the use of spies to watch and betray the acts of men is the intrusion of government into the confidence of private letters entrusted to the post office." The political correspondence of the reign of George III. affords conclusive evidence that the practice of opening the letters of public men at the post office was known to be general. We find statesmen of all parties alluding to this practice without reserve or hesitation, and entrusting their letters to private hands whenever their communications were confidential. This statement May illustrates by several examples, and he adds:—"Traces of this discreditable practice, so far as it ministered to idle or malignant curiosity, have disappeared since the early part of the present (the nineteenth) century. From that period the general correspondence of the country through the post office has been inviolable. But for purposes of police and diplomacy—to thwart conspiracies at home or hostile combinations abroad—the secretary of state has continued till our own time to issue warrants for opening the letters of persons suspected of crimes or of designs injurious to the state."[4]

W a.

NUMBER OF LETTERS[5] DEALT WITH IN GLASGOW IN A WEEK.

1864,	645,476
1869,	826.499
1874,	1,223,713
1879,	1,542,722
1884,	2,668,336
1889,	3,415,972
1894,	4,044,926
1899,	5,211,340
1900,	5,540,005

[1] Domestic Annals, III., pp. 265-266.

[2] *Ibid.*

[3] History of England in the Eighteenth Century, I., p. 454; III., pp. 383-384.

[4] The Constitutional History of England (1760-1860), by Thomas Erskine May, C.B. (1863), II., pp. 292-293.

[5] Includes also postcards, book packets, and newspapers.

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W b.

NUMBER OF LETTERS, &c., DELIVERED WEEKLY IN GLASGOW EACH YEAR FROM 1859 TO 1900.

Year.	Letters.	Book Packets and Circulars.	Newspapers.	Post-Cards.	Total.	Parcels.
1859	226,539	16,904	14,473	...	257,916	...
1860	237,787	14,348	11,174	...	263,309	...
1861	249,254	14,680	11,251	...	275,185	...
1862	253,189	15,944	14,059	...	283,192	...
1863	291,750	16,235	10,398	...	318,383	...
1864	309,355	17,626	11,127	...	338,108	...
1865	319,486	18,232	10,586	...	348,304	...
1866	334,608	20,288	15,932	...	370,828	...
1867	360,172	18,074	11,479	...	389,725	...
1868	329,718	18,274	14,433	...	362,425	...
1869	382,635	18,091	10,269	...	410,995	...
1870	364,167	33,663	24,632	46,371	468,833	...
1871	408,641	64,659	26,989	40,620	540,909	...
1872	403,490	65,928	30,783	41,955	542,156	...
1873	444,458	123,954		48,071	616,483	...
1874	450,268	131,296		48,642	630,206	...
1875	482,179	122,411		56,645	661,235	...
1876	498,289	147,347		60,439	706,075	...
1877	514,716	154,491		62,344	731,551	...
1878	485,246	141,809		62,633	689,688	...
1879	511,872	149,946		70,383	732,201	...
1880	543,316	258,348		72,108	873,772	...
1881	595,710	213,733	Included	83,826	893,269	...
1882	619,642	205,025	in Book	96,273	920,940	...
1883	662,015	226,380	Packets	109,790	998,185	7,545
1884	677,140	248,798	and	112,944	1,038,882	8,343
1885	699,264	282,858	Circu-	120,183	1,102,305	9,096
1886	681,134	277,621	lars.	123,807	1,082,562	11,424
1887	702,971	266,939		128,306	1,098,216	12,950
1888	749,208	284,213		133,218	1,166,639	13,708
1889	770,711	291,990		145,199	1,207,900	14,389
1890	794,482	335,795		155,874	1,286,151	16,915
1891	794,324	323,563		160,472	1,278,359	17,915
1892	811,176	327,043		164,176	1,302,395	18,818
1893	842,786	360,875		170,609	1,374,270	20,239
1894	825,391	394,942		171,664	1,391,997	21,094
1895	910,045	415,317	50,705	207,435	1,583,502	21,193
1896	936,586	488,564	50,319	235,602	1,711,071	23,175
1897	960,435	489,680	47,070	227,957	1,725,142	25,739
1898	1,016,012	451,084	49,024	245,463	1,761,583	27,546
1899	1,059,740	443,250	50,679	262,486	1,816,155	28,775
1900	1,090,185	464,194	49,673	258,305	1,862,357	30,791

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W c.

NUMBER OF LETTERS, &c., POSTED WEEKLY IN GLASGOW EACH FIVE YEARS, FROM 1859 TO 1894, AND ALSO IN 1898, THE LAST RETURN TAKEN.

Year.	Letters.	Book Packets and Circulars.	Newspapers.	Post Cards.	TOTAL.	Parcels.
1859	...	...	...	...	200,719	...
1864	327,713	32,930	12,240	...	372,883	...
1869	409,574	41,039	7,202	...	457,815	...
1874	443,586	216,164	Included in Book Packets and Circulars.	58,437	718,187	...
1879	525,414	222,762		86,035	834,211	...
1884	714,281	393,893		136,242	1,244,416	11,365
1889	886,779	478,952		174,375	1,540,106	19,638
1894	904,934	657,339		201,371	1,763,644	31,567
1898	1,100,745	852,780	129,743	293,643	2,376,911	41,920

W d.

NUMBER OF LETTERS WHICH WERE DELIVERED FROM THE VARIOUS POST OFFICES IN SCOTLAND (EXCLUSIVE OF FRANKED LETTERS, WHICH WERE ABOLISHED BY THE ACT OF 1840).

In 1839, ...		8,090,000
In 1840, ...		19,000,000
From 1841 to 1845, ...	average,	24,000,000 yearly.
,, 1846 to 1850, ...	,,	34,000,000 ,,
,, 1851 to 1855, ...	,,	41,000,000 ,,
,, 1856 to 1860, ...	,,	51,000,000 ,,
,, 1861 to 1865, ...	,,	61,000,000 ,,
,, 1866 to 1870, ...	,,	76,000,000 ,,
In 1875 they numbered		90,976,400
In 1880 ,, ...		101,948,300
In 1882-3 ,, ...		116,509,800
In 1884-5 ,, ...		122,900,000
In 1887-8 ,, ...		132,100,000
In 1889-90 ,, ...		140,300,000
In 1892-93 ,, ...		152,300,000
In 1894-95 ,, ...		156,000,000
In 1896-97 ,, ...		168,500,000
In 1898-99 ,, ...		190,600,000
In 1899-1900 ,, ...		196,800,000

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X.

Burgh of Barony of Anderston.

Page 95.—The village of Anderston was erected into a burgh of barony by crown charter dated 24th June, and sealed 25th November, 1824. The territory of the burgh comprehended part of the lands of Stobcross and Gushet, part of the lands of Parsonscroft, and part of the lands of Parsonshaugh or Rankenshaugh, and was included within the parliamentary bounds of Glasgow, as defined by the Reform Act of 1832. The burgh was governed by a town council, consisting of a provost, three bailies, a treasurer, and eleven councillors, and by its charter it was empowered to hold a weekly market and two annual fairs. Fairs were at first held, but latterly were discontinued. The jurisdiction of the magistrates was co-extensive with the territory of the burgh, but their civil jurisdiction was limited to actions for debts not exceeding 40s. Their criminal jurisdiction was exercised in relation to cases falling under the police act which regulated the watching, cleansing, lighting, and other matters. On 26th May, 1826, an act was passed for regulating the police of the burgh and the adjoining lands of Lancefield and Parsonshaugh, for paving, cleansing, and lighting the district, and for erecting a court-house and jail. Its endurance was limited to twenty-one years.[1] The magistrates and councillors were commissioners of police.[2] On 22nd August, 1843, another act was passed for continuing and regulating the police of the burgh and certain adjacent lands, including part of the lands of Rankenshaugh or Parsonshaugh, part of the lands of Blythswood and Newtonhill, the lands of Lancefield and Finnieston, and part of the lands of Stobcross, &c.[3] Towards the end of 1844 the town council of Anderston promoted a bill in parliament to have the lands of Woodside annexed to that burgh. The police board of Glasgow, also, promoted a bill to have Woodside annexed to the city. At the same time the feuars of Bridgeton applied to be erected into a burgh, and the burgh of Calton sought to incorporate Bridgeton. All these bills were considered by a committee of the Commons in 1845, and were rejected, the chairman intimating that unless the authorities of the city and its suburbs promoted a proper scheme of police administration, that would have to be done by the Government. As the result of this intimation, and of subsequent negotiations, a bill was introduced into the next session of parliament, and became law on 27th July, 1846, under which the municipal and police boundaries of Glasgow were made co-extensive—Anderston, Calton, and Gorbals being thus incorporated with the city.[4]

[1] 7 George IV., c. 119.

[2] Municipal Corporations in Scotland, Report II., pp. 43-46.

[3] 6 and 7 Victoria, c. 105.

[4] 9 and 10 Victoria, c. 289.

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Y.

Burgh of Barony of Calton.

Pages 95-109.—The villages of Old and New Calton were formerly parts of the barony of Barrowfield, but were erected into a burgh of barony by crown charter dated 18th and written to the seal, registered and sealed 30th August, 1817. The territory of the burgh included both these villages, comprehending the lands of East Blackfauld, on which the old village of Calton was built, extending to 12 acres 1 rood, and the lands on which New Calton was built, extending to 41 acres 1 rood. The town council consisted of a provost, three bailies, a treasurer, and eleven councillors, the councillors acting as birlaymen within the burgh. The office of a "birlayman" was common in all the baronies of Scotland, and the functions of birlaymen were to aid the baron bailie in the exercise of his duties. The birlaymen named one of their number as their preses or dean of guild, and they had been in the custom of doing so since the erection of the burgh, though there was no provision on the subject in the charter. The dean of guild was recognised as one of the magistrates by the police statute of 1829. By the charter the magistrates and council were empowered to hold a weekly market on Saturday, and to collect the tolls and customs of such market. On 23rd March, 1819, an act of parliament was obtained to regulate the police of the burgh and the village of Mile-end, the paving, cleansing, and lighting of the streets and passages of the district, and the erection of a court-house, gaol, and workhouse thereon.[1] The jurisdiction of the magistrates extended in civil cases over the territory of the burgh, and in criminal cases over the bounds of police, which included the village of Mile-end. This jurisdiction was exercised by the magistrates directly, except in cases of lining, when the councillors as birlaymen were called in. The provost, bailies, and dean of guild were *ex officiis* commissioners. The district was divided into nine wards, each of which elected a commissioner. On 14th April, 1840, the police act of 59 George III. was amended and continued for twenty-one years by the act 3 and 4 Victoria, c. 28. The territory of the barony was included in the Barony parish of Glasgow, and a portion of it was included within the parliamentary boundaries of the city. In 1844, Calton promoted a bill in parliament to have Bridgeton incorporated with it, but, as has been noticed above, the bill was rejected, and on 27th July, 1846, an act was passed making the municipal and parliamentary boundaries of Glasgow co-extensive, and so including Calton, Anderston, and Gorbals within the city.[2]

[1] 59 George III., c. 3. Municipal Corporation Commissioners' Report, II., pp. 42-43.

[2] 9 and 10 Victoria, c. 289.

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Z.

List of Purchases of Ground for Public Parks and Recreation Grounds, up to 31st December, 1900.

(Pp. 128, 133, 140, 157, 173, 174, 175, 177, 203, 204, 209, 212, 216, 217, 218, 219, 222, 224, 225, 226, 230, 234.)

Date of entry.	Extent.	Situation.	Seller.	Price.
		Kelvingrove Park.	Area, 85 acres.[1]	
	Acs. Rds. Pls.			
1852, May 15	31 0 12	Woodsidehill, &c.,	Colin MacNaughton's Trustees,	£30,000 0 0
,, ,,	22 3 18	Do.,	The Glasgow, Airdrie, and Monklands Junction Railway Company,	21,000 0 0
1853, May 15	0 0 25	Kelvingrove,	Archibald Campbell of Blythswood,	116 7 1
,, ,,	6 0 19	Eldon Street and Woodlands Road,	Do.,	10,185 18 9
,, ,,	1 0 1	Lynedoch Street,	The City of Glasgow Bank.	3,409 5 10
,, ,,	0 3 31	Woodlands Road,	James M'Hardy,	2,283 0 0
1854, May 15	2 2 33	Eldon Street,	David Smith,	6,000 0 0
1857, Nov. 11	1 1 15 with *pro indiviso* ground	Clifton Street (Lands of Claremont),	William Nicol and others,	4,525 0 0
1867, Nov. 11	20 2 29	West and North sides of Kelvin,	The University and College of Glasgow,	19,966 2 0
1875, Nov. 11	6 0 7	On South-west side of Kelvin,	The Trades' House of Glasgow,	31,241 5 0
1877, Feb. 1	0 2 16	Kelvingrove Street,	Ross Ferguson's Trustees,	1,969 13 0
1885, May 15	13 1 4	Between Dumbarton Road and the River Kelvin,	The Corporation of Glasgow,	65,810 19 4
1886, Nov. 11	1 0 14	Gray Street,	Ross Ferguson's Trustees,	Yearly feu-duty £437 10s. 6d., at 25 years' purchase, £10,945 12s. 6d.
1897, June 24	0 0 9½	Westbank Quadrant,	Factor for William Young, Jun.,	£100 0 0
		Queen's Park.	Area, 148 acres.	
1857, May, 15	141 2 37 4/10	The Farm of Pathhead,	Neale Thomson and others,	30,000 0 0
1894, May 15	57 3 38½	Camphill,	Hutchesons' Hospital,	63,000 0 0

[1] The "areas" specified in this list represent the extents remaining in 1900, after deducting the portions given off for feuing or other purposes. Where no "area" is specified the extent remains as in the second column.

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LIST OF PURCHASES OF GROUND, &c.—*Continued.*

Date of entry.	Extent. Acs	Rds.	Pls.	Situation.	Seller.	Price.		
				ALEXANDRA PARK.	Area, 104 acres.			
1871, Nov. 11	87	2	0	Wester Kennyhill,	Glasgow Improvements Trustees,	£25,664	1	3
1874, May, 15	0	0	12	Part of do.,	Robert Smith's Trustees,	975	0	0
,, ,,	0	0	28	Do. do.,	Mrs. Agnes Stewart or Simpson and others,	2,000	0	0
1875, May 18	0	2	20	Craigpark,	Alexander Dennistoun's Trustees,	400	0	0
1879	3	3	25	Alexandra Parade,	Do.,	Gifted.		
1883	0	0	23	Alexandra Parade (Old Tollhouse, held on 999 years' lease),	Do.,	Gifted.		
1891, Nov. 11	40	0	0	Easter Kennyhill,	William Broom's Trustees and others,	£8,000	0	0
				CATHKIN PARK.				
1886, Sept. 4	48	3	0	Part of the Lands of Cathkin,	James Dick,	Gifted.		
				RUCHILL PARK.	Area, 53 acres.			
1892, June 27	59	2	0	Part of the Lands of Ruchill,	James Davidson's Trustees,	£35,700	0	0
				BELLAHOUSTON PARK.[1]				
1895, Nov. 11	176	0	0	Part of the Lands of Bellahouston,	Misses Elizabeth and Grace Steven's Trustees,	50,000	0	0
				TOLLCROSS PARK.				
1897, May 15	82	2	0	Tollcross,	James Dunlop & Coy.'s Trustees,	28,894	5	0
1900, May 15	0	3	29	Great Eastern Road,	Do.,	416	16	7
				RICHMOND PARK.				
1898, May 15	44	0	8	Rutherglen Road,	William Smith Dixon's Trustees,	41,123	1	0

[1] About 7½ acres from the Pollok estate were added to Bellahouston Park at Whitsunday, 1901.

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LIST OF PURCHASES OF GROUND, &c.—*Continued.*

Date of entry.	Extent.	Situation.	Seller.	Price.
		SPRINGBURN PARK.	Area, 76 acres.	
	Acs. Rds. Pls.			
1892, May 15	39 1 4	Mosesfield,	William Smith Dixon's Trustees,	£15,711 10 0
1892, May 15	16 3 36	Cockmuirhill and Howfauld,	Mr. and Mrs. James Reid's, M.C., Trustees,	4,998 15 0
1900, May 15	28 0 4	Do.,	James Reid's Trustees,	6,342 10 0
		MAXWELL PARK.		
1890, July 31	19 1 10	Part of Pollok Estate,	Sir John M. Stirling Maxwell, Bart.,	Gifted.
		RECREATION GROUNDS AT POLLOKSHIELDS.		
1895, Oct. 14	1 3 24	Terregles Avenue,	Do.,	Do.
		RECREATION GROUND AT LANGSIDE ROAD, GOVANHILL.		
1893, Dec. 1	3 3 27	Langside Road, &c.,	Hutchesons' Hospital,	£12,200 2 0
		RECREATION GROUND AT DUMBARTON ROAD (BUNHOUSE).		
1895, May 15	6 2 16	New Dumbarton Road,	Incorporation of Bakers,	30,000 0 0
		MARYHILL PARK.		
1892, Nov. 11	5 2 11	Part of the Lands of Gairbraid,	Alexander Graham Dunlop's Trustees,	2,089 0 0
		BOTANIC GARDENS.[1]	Area, 40 acres,	
1891, July 21	21 2 0	On the North-east side of Great Western Road,	Royal Botanic Institution,	59,531 0 0
1891, Nov. 11	0 3 28	Part of Kelvinside, north of River Kelvin,	Joseph M. Taylor and Alexander Foulis,	800 0 0
,, ,,	2 0 13	Do.,	The North Kelvinside Feuing Company, Ltd.,	2,000 0 0
,, ,,	3 1 14	Do.,	Henry Heys,	1,000 0 0
,, ,,	1 0 20	Between Kelvin Drive and North Woodside Road,	Proprietors of Kelvin Drive,	Gifted.
1894, Sept. 16	1 3 24	On West side of Garrioch Road,	The North Kelvinside Feuing Company, Ltd.,	£500 0 0

[1] Other purchases, to the extent of about 9 acres, are in course of arrangement.

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A a.

Burgh of Partick.

Pages 95, 206.—As to Partick, the Glasgow Boundaries Commissioners reported on 24th April, 1888, as follows:—

The village of Partick (of which the Boundary Commissioners of 1832 wrote) had been for centuries an inhabited place on the west bank of the Kelvin near its present junction with the Clyde. It had in 1831 "some six or seven mills" (flour mills), "a weaving factory employing about 150 hands, a bleaching work, a dye-work, and some other smaller industries." At that time the population is said to have been about 1,800. From 1831 Partick does not appear to have made any perceptible progress, until the extension of the Glasgow quays, consequent on the deepening of the Clyde, compelled the removal of the shipbuilding yards to a lower part of the river. Several of them were accommodated in Partick about 1845. The development of shipbuilding soon made Partick a populous place, and in 1852 steps were taken to form it into a police burgh under the act of 1850. [Its boundaries were fixed by the Sheriff of Lanarkshire on 17th June, 1852, and it was constituted a police burgh on 14th July, 1852.] At that time it contained a population of over 5,000, which has since increased to 30,500. The rateable value, which was £18,880 in 1852, is now £156,405. The area of the burgh is 1,006 acres, its frontage to the Clyde extending to 1¾ miles.... The burgh maintains a separate police force of 38 men of all ranks. It has a fire brigade of 11 men, but only one of these is on permanent duty. They are provided with a steam fire engine, a manual engine, and other appliances. With Maryhill [which was constituted a police burgh on 9th May, 1856, under the provisions of the General Police Act of 1850] and Hillhead [which was constituted a police burgh on 4th May, 1869, under the provisions of the General Police Act of 1862]—and both of which were incorporated with Glasgow by the City of Glasgow Act, 1891 [54 and 55 Victoria, c. 130]—it shares a fever hospital and smallpox pavilion at Knightswood, with accommodation for 100 patients. Very complete municipal buildings have been provided [for Partick]; and an excellent public park, containing about 45 acres....

As respects water supply and tramway accommodation, it is dependent on Glasgow.

While it is within the compulsory gas supply area of Glasgow, it can also use the gas of the Partick, Hillhead, and Maryhill Gas Company.[1]

If Partick were isolated, no serious objection could be taken to the provision made for the security and health of its inhabitants. But it must be kept in view that it adjoins the buildings of Glasgow, Hillhead, and Kelvinside[2] along its eastern and north-eastern boundaries (between two and three miles in extent), thereby forming a continuation of the great urban community of which Glasgow is the real centre.[3]

[1] The works of this company were acquired by the Corporation of Glasgow in 1891, and since then Partick draws its gas supply exclusively from the gas-works of the city.

[2] Kelvinside was, along with Hillhead, incorporated with Glasgow by the City of Glasgow Act, 1891 [54 and 55 Victoria, c. 130].

[3] Report of the Glasgow Boundaries Commissioners, 24th April, 1888 (Presented to both Houses of Parliament by command of Her Majesty), p. xvi.

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A b.

(Page 144.)

TABLE SHOWING THE POPULATION SUPPLIED WITH WATER, AND THE CONSUMPTION PER HEAD PER DAY AT INTERVALS OF FIVE YEARS.

Year at April.	Population supplied with Water.	Average Increase of Population each Year.	Average Quantity of Water supplied per Day during Year.	Consumption per Head per Day.			
				Meter Supplies.	Other Trade Supplies.	Domestic, including Municipal Purposes.	Total.
			Gallons.	Gallons.	Gallons.	Gallons.	Gallons.
1852	360,000	...	14,000,000	3·25		35·65	38·90
1861	436,901	8,545	18,264,864	2·87	2·95	35·99	41·81
1866	501,200	12,856	23,737,908	4·57	2·95	39·84	47·36
1871	595,224	18,805	29,595,657	5·96	3·60	40·16	49·72
1876	694,548	19,865	31,710,844	7·03	4·76	33·86	45·65
1881	724,702	6,031	37,329,237	9·43	5·29	36·79	51·51
1886	796,965	14,452	40,813,815	9·74	5·48	35·99	51·21
1891	845,564	9,720	41,920,698	11·38	6·06	32·13	49·57
1896	914,000	13,887	49,157,043	12·49	6·69	34·60	53·78
1900	996,374	20,593	56,263,799	13·43	5·46	37·68	56·57

B a.

BURGH OF GOVAN.

Page 206.—As to Govan, the Glasgow Boundaries Commissioners reported on 24th April, 1888, as follows:—

There has been from a remote period, it is said even from the sixth century, a village of Govan, on the south bank of the Clyde, opposite the former burgh of Anderston, now incorporated with Glasgow. In 1832 it was separated from the city by two miles of open country, and the intervening space was not filled up until the shipbuilding firms, driven out of Glasgow, as already explained [*i.e.*, by the extension of the Glasgow quays consequent on the deepening of the Clyde], had to betake

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themselves to the unoccupied ground lower down the river. Once started, the growth of Govan in population and importance was extremely rapid, and in 1864 it was formed into a police burgh under the Act of 1862. At that time the population was 9,418, and the rateable value £40,014. In 1871 the population was 19,214, and the rateable value £173,211. In 1881 the population was 49,560, and the rateable value £211,672. In 1884 the population reached its maximum of 58,569, and the rateable value £221,429. Dulness of trade has sent both down, the population to 54,130 and the rateable value to £213,815. The area of the burgh is 1,115 acres, its frontage to the Clyde exceeding two miles. There are twelve commissioners (including three magistrates) of police, all of whom reside in Govan; but five of them, including the present chief magistrate, are in business in Glasgow. Govan maintains a separate police force of 74 men of all ranks, and a fire brigade of 16, but the firemaster only gives his whole time to the work. The fire appliances include one steam fire engine. There are also private fire brigades in the shipbuilding yards, with four steam fire engines. The firemaster, in answer to questions 11,212, 11,241, 11,242, admitted that for a large area, such as that which embraces Glasgow, Govan, and the other police burghs, a central fire brigade would be more effective than the existing divided arrangements. With Kinning Park and the landward part of the parish, Govan has provided and maintains a fever hospital at Shieldhall outside the burgh boundary. It has also provided municipal buildings and police stations. A public park of 35 acres has been presented by Mrs. Elder, and is maintained at the public expense.

The rates, exclusive of water-rate, amount to 2s. 2¾d. per £1—viz., 1s. 9⅝d. on occupiers and 5⅛d. on owners. If the differential water-rate were added, the rates in Govan would be about the same as those in Glasgow on rents above £10, and considerably higher than on those under £10.

As regards water and gas supply, Govan is dependent on Glasgow. The Glasgow tramways do not extend into it, and persons travelling between the two places must change cars.

If Govan was isolated no serious objection could be taken to its urban equipment. But it must be kept in view that, both directly and through Kinning Park, it adjoins the south side of Glasgow, and forms with it part of the same great urban community. We have already referred to the admission of the firemaster, but a similar admission was made, in answer to question 10,684, by the superintendent of police. It should be mentioned that the docks and other property of the Clyde Trustees within the burgh, occupying one-half of the whole river frontage, are under the protection, not of the Govan police, but of the marine division of the Glasgow police.

The fourth ward of Govan is to some extent separated from the remainder of the burgh by part of the lands just mentioned acquired by the Clyde Trust for dock purposes, the docks at this point covering ground much further inland from the river than elsewhere. It contains a working-class population, residing in streets which are in continuation of the streets of Glasgow and of the adjoining police burgh of Kinning Park. A strong feeling exists in the ward in favour of annexation, the

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three commissioners representing it having been elected to support annexation. It was admitted that if the fourth ward were to be annexed to Glasgow it would be better to annex the whole burgh.

The three police burghs hitherto described (Partick, Maryhill,[1] and Govan) are of a mixed character, part of each being occupied by manufacturing or industrial works and part by dwelling-houses. The remaining six burghs, with the exception of Kinning Park, which is indistinguishable from the fourth ward of Govan and the sixteenth ward of Glasgow, between which it is interjected, are almost entirely of a residential character.[2] [Report of the Glasgow Boundaries Commissioners, 24th April, 1888, pp. xvii.-xix.]

C a.

Burgh of Kinning Park.

Page 206.—As to Kinning Park, the Glasgow Boundaries Commissioners reported on 24th April, 1888, as follows:—

In the case for this burgh it is said that it "is more the engineering shop for the Clyde than the overflow of Glasgow." It would be equally correct to say that it is a mere wedge separating the fourth ward of Govan and the sixteenth ward of Glasgow, without any independent character of its own. It was formed into a police burgh in 1871, notwithstanding the opposition of the city, its population at the time being 6,634, and its rateable value £28,355. The population is now estimated at 13,000, and the rateable value at £54,739. The area of the burgh is 109 acres, "almost entirely built upon." There are twelve commissioners (including three magistrates) of police, of whom two are in business in Glasgow. There is a fire brigade, with a manual fire engine, but the commissioners have thought it necessary to make an arrangement with Glasgow, under which they may call for the aid of the fire brigade of the city. Kinning Park shares with Govan in the joint hospital at Shieldhall.

The rates, which are steadily increasing, amount to 1s. 9d. per £—viz., 1s. 4⅛d. on occupiers and 4⅞d. on owners. Even with the addition of the differential water rate they are lower than those in Glasgow on rents above £10, but higher than those in Glasgow on rents under £10, of which there are a large number within the burgh. Kinning Park is policed by the county of Renfrew, having no separate force of its own.

As respects water and gas supply, Kinning Park is dependent on Glasgow. The city tramways do not enter the burgh, but are met at the boundary by the Ibrox and Vale of Clyde Tramways. with which they do not form a junction.

The only fact in evidence, tending to indicate the feeling of the ratepayers, is that at a meeting held to consider the question 63 voted against and 38 for annexation. The whole of the commissioners are opposed to it. [Report of the Glasgow Boundaries Commissioners, 24th April, 1888, p. xxi.]

[1] Incorporated with Glasgow on 1st November, 1891, by the City of Glasgow Act, 1891, 54 and 55 Victoria, c. 130.

[2] These burghs, with the exception of Kinning Park, were also incorporated with the city by the above-mentioned act. See p. 213.

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D a.

Table of Population and Rental of the City.

Year.	Population.	Rental. £	S.	D	Year.	Population	Rental. £	S.	D.
1300	1,500	...							
1560	4.500	...			1862-3	415,000	1,702,113	0	0
1600	7,000	...			1863-4	429,748	1,745,390	0	0
1610	7,644	...			1864-5	437,000	1,778,728	0	0
1660	14,678	...			1865-6	449,000	1,808,430	0	0
1688	11,948	...			1866-7	457,000	1,863,024	0	0
1708	12,766	...			1867-8	464,000	1,913,595	0	0
1712	13,832	7,840	2	6	1868-9	471,000	1,986,911	0	0
1740	17,043	...			1869-70	477,710	2,055,388	0	0
1743	18,366	...			1870-1	485,000	2,126,324	0	0
1755	23,546	...			1871-2	492,000	2,226,465	0	0
1757	25,546	...			1872-3	498,000	2,338,743	0	0
1763	28,300	...			1873-4	509,000	2,504,727	0	0
1780	42,832	...			1874-5	513,000	2,740,032	0	0
1785	45,889	...			1875-6	516,000	2,922,151	0	0
1791	66,578	...			1876-7	522,000	3,117,827	0	0
1801 [1]	81,048 [2]	...			1877-8	525,000	3,317,962	0	0
1803	81,484	...			1878-9	523,000	3,420,497	0	0
1805-6	...	152,738	0	0	1879-80	513,000	3,432,112	0	0
1806-7	...	165,418	0	0	1880-1	509,000	3,426,728	0	0
1811	100,749	...			1881-2	511,415	3,417,263	0	0
1815	...	240,000	0	0	1882-3	525,000	3,425,653	0	0
1819	...	270,646	0	0	1883-4	541,428	3,432,114	0	0
1821	147,043	...			1884-5	545,678	3,406,372	0	0
1830-1	...	550,000	0	0	1885-6	543,295	3,395,801	0	0
1831	202,426	...			1886-7	545,320	3,390,991	0	0
1836-7	...	653,008	0	0	1887-8	543,995	3,364,502	0	0
1841	273,147	...			1888-9	551,435	3,370,736	0	0
1843-4	284,000	783,185	0	0	1889-90	557,604	3,404,403	0	0
1845-6	...	866,150	0	0	1890-1	567,656	3,455,510	0	0
1850	...	1,017,362	0	0	1891-2	656,185	4,033,554	0	0
1851	333,657	...			1892-3	667-531	4,058,758	0	0
1854-5	...	1,167,842	0	0	1893-4	677,883	4,165,870	0	0
1855-6	355,000	1,362,168	0	0	1894-5	684,148	4,218,580	0	0
1856-7	360,000	1,400,885	0	0	1895-6	692,584	4,283,928	0	0
1857-8	371,000	1,462,551	0	0	1896-7	703,920	4,432,575	0	0
1858-9	378,000	1,510,756	0	0	1897-8	715,579	4,531,000	0	0
1859-60	381,000	1,573,165	0	0	1898-9	731,675	4,621,694	0	0
1860-1	401,000	1,625,148	0	0	1899-1900	747,222	4,791,314	0	0
1861-2	403,142	1,666,336	0	0	1900-1	755,730	4,952,965	0	0

[1] First census.

[2] This is stated by some as 83,769, by others as 77,385, and by others as 86,630—this difference arising probably from the diversity of areas included by each enumerator. Denholm, as has been seen, gives the population of the city proper at 49,640.

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E a.

The Glasgow Corporation Water-works.

I.—*Abstract Statement of Capital and Annual Revenue and Expenditure from the passing of the Act of 1855 (2nd July, 1855) till 31st May, 1900.*

Year.	Capital.	Revenue.	Expenditure.	Mortgage Debt.	Funded Debt.	Corporation Loans.	Sinking Fund.	Domestic Rate per Pound. North side of Clyde.	Domestic Rate per Pound. South side of Clyde.
1856-57	£752,693 3 1	£62,335 15 8	£58,605 0 0	£106,679 0 0	...	...	...	1/2	1/
1857-58	964,848 9 0	65,939 19 10	64,823 19 3	426,869 9 4	...	...	...	1/2	1/
1858-59	1,272,940 8 2	68,497 9 7	74,140 4 9	777,957 1 0	...	...	...	1/2	1/
1859-60	1,428,452 0 2	71,449 4 9	85,866 15 8	958,863 1 0	...	...	...	1/2	1/
1860-61	1,565,257 5 6	75,699 0 9½	83,964 8 4½	1,053,488 12 11	...	...	...	1/2	1/
1861-62	1,574,739 19 5	80,262 6 11	85.098 8 5	1,053,816 15 3	...	...	...	1/2	1/
1862-63	1,576,812 18 10	87,190 18 8½	84,651 3 4½	1,062,058 2 8	...	...	...	*a* 1/4	1/
1863-64	1,588,822 0 11	91,208 9 4	84,186 4 8	1,045,121 11 4	...	...	...	*a* 1/4	1/
1864-65	1,596,491 18 9	90,732 10 1	85,439 15 10	1,070,426 6 4	...	...	...	1/2	1/
1865-66	1,611,126 3 11	90,935 14 3	88,780 9 7	1,007,573 5 10	...	...	...	1/	1/
1866-67	1,626,943 10 9	95,708 11 4	91,206 5 1	1,119,055 7 2	...	...	...	1/	1/
1867-68	1,666,316 3 9	99,089 15 10	93,961 17 6	1,150,882 5 11	...	...	...	*b* 1/	1/
1868-69	1,677,749 8 3	104,349 10 9	91,883 2 9	1,139,392 11 11	...	...	...	*b* 1/	1/
1869-70	1,677,351 17 10	111,486 5 11	93,966 13 0	1,134,360 11 11	...	...	...	*b* 1/	1/
1870-71	1,698,606 10 0	108,152 16 0	93,647 9 1	1,124,305 11 11	...	...	£11,247 10 5	*b* /9	*c* /9
1871-72	1,706,306 11 10	110,780 11 2	97,262 8 5	1,151,272 5 11	...	...	23,000 0 0	*c* /8	*c* /8
1872-73	1,756,263 1 9	111,302 0 3	98,099 5 4	1,189,667 18 6	...	...	41,226 4 7	*d* /8	*d* /8
1873-74	1,776,362 1 5	118,505 3 6	98,941 1 10	1,189,217 18 8	...	...	60,790 6 3	*d* /8	*d* /8
1874-75	1,797,505 7 10	126,356 14 7	101,240 16 10	1,196,031 15 4	...	...	85,906 4 0	*d* /8	*d* /8
1875-76	1,877,652 10 10	131,222 5 4	106,647 10 1	1,248,331 15 4	...	...	110,480 19 3	*d* /8	*d* /8
1876-77	1,954,884 12 2	136,203 15 8	119,887 18 9	1,273,191 15 4	...	...	126,796 16 2	*d* /8	*d* /8
1877-78	2,026,108 14 3	138,292 8 10	115,450 3 9	1,337,390 15 4	...	...	149,639 1 3	*d* /8	*d* /8
1878-79	2,057,247 12 2	140,578 11 6	125,728 11 0	1,359,971 15 4	...	...	164,735 3 5	*d* /8	*d* /8
1879-80	2,118,779 11 8	140,897 10 0	116,944 6 0	1,264,441 15 4	£140,480 0 0	...	181,098 16 10	*d* /8	*d* /8
1880-81	2,148,140 15 5	147,300 16 7	121,902 8 5	1,159,227 11 8	228,530 0 0	...	212,405 16 10	*d* /8	*d* /8
1881-82	2,161,316 0 2	150,504 0 7	127,659 18 10	1,148,719 11 8	234,780 0 0	...	238,652 5 8	*d* /8	*d* /8
1882-83	2,170,634 6 0	155,748 0 5	129,012 16 7	1,135,677 1 8	234,780 0 0	...	265,387 9 6	*d* /8	*d* /8
1883-84	2,184,687 11 0	161,501 11 10	121,287 4 6	995,195 1 8	234,980 0 0	£133,432 0 0	305,601 16 10	*d* /8	*d* /8
1884-85	2,202,789 4 7	162,572 7 11	126,242 18 9	858,005 1 8	234,980 0 0	245,432 0 0	341,931 6 0	*d* /8	*d* /8
1885-86	2,245,184 12 9	162,404 12 11	125,556 14 4	536,500 1 8	234,980 0 0	566,137 0 0	376,124 10 6*	*d* /8	*d* /8
1886-87	2,290,270 10 11	163,473 6 1	123,793 10 0	316,971 6 8	234,980 0 0	797,137 0 0	431,770 8 1	*d* /8	*d* /8
1887-88	2,344,886 3 0	163,923 18 7	118,911 11 7	137,860 10 0	234,980 0 0	1,002,637 0 0	470,041 16 6	*d* /7	*d* /7
1888-89	2,415,116 14 3	167,914 13 11	121,359 2 8	28,000 0 0	234,980 0 0	1,119,500 0 0	518,692 17 9	*d* /7	*d* /7
1889-90	2,501,717 15 6	173,824 17 0	122,729 12 4	10,500 0 0	234,980 0 0	1,179,500 0 0	568,522 13 9	*d* /7	*d* /7
1890-91	2,620,267 1 2	168,408 11 4	125,055 4 5	500 0 0	234,980 0 0	1,264,500 0 0	609,934 5 5	*e* /6	*e* /6
1891-92	2,782,937 18 0	169,922 4 10	132,452 6 6	8,920 0 0	234,980 0 0	1,393,530 5 6	653,874 17 1	*e* /6	*e* /6
1892-93	2,982,318 17 8	171,867 13 6	137,183 17 6	...	234,980 0 0	1,545,530 5 6	690,970 19 2	*e* /6	*e* /6
1893-94	3,174,672 18 8	177,950 18 3	135,061 14 8	...	234,980 0 0	1,736,530 5 6	730,582 15 10	*e* /6	*e* /6
1894-95	3,370,057 18 10	181,304 5 8	138,778 15 6	...	234,980 0 0	1,850,530 5 6	766,587 1 11	*e* /6	*e* /6
1895-96	3,537,804 15 0	189,713 8 10	147,859 16 1	...	234,980 0 0	1,975,530 5 6	802,614 15 1	*e* /6	*e* /6
1896-97	3,649,812 18 1	201,226 0 7	148,961 9 6	..	234,980 0 0	2,048,530 5 6	839,403 19 10	*e* /6	*e* /6
1897-98	3,720,882 8 11	211,371 18 6	155,084 11 11	...	234,980 0 0	2,068,530 5 6	896,705 18 5	*e* /6	*e* /6
1898-99	3,780,826 10 4	216.744 2 0	155,551 18 10	...	234,980 0 0	2,083,530 5 6	955,133 7 9	*e* /6	*e* /6
1899-1900	3,844,575 16 5	212,734 1 3	172,746 5 9	...	234,980 0 0	2,115,530 5 6	1,014,917 5 4	*e* /5	*e* /5

a Beyond Municipality, 1/2. *b* Beyond Municipality, 1/1. *c* Beyond Municipality, 1/. *d* Beyond Municipality, 11d. *e* Beyond Municipality, 10d.
* Sinking Fund on Annuities included from 1885-86.

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II.—*Summary of Capital Expenditure.*

1. Value of the Cranstonhill Water-works taken over from the Glasgow Water Company, and the Gorbals Gravitation Water Company,	£597,374 6 6
2. Cost of first aqueduct from Loch Katrine, Mugdock reservoir, and distributing mains, including land, &c., and parliamentary expenses,	1,515,574 16 2
3. Cost of new filters at Gorbals works, pumping-stations at Springburn and Hogganfield, buildings used as offices, stores, and cottages for inspectors, and new roads,	88,123 16 7
4. Cost of second aqueduct from Loch Katrine, Craigmaddie reservoir (including land), and distributing mains,	1,435,330 17 1
5. Cost of river supply works at Westthorn (including land),	101,371 5 2
6. Hydraulic power supply works in High Street (including land),	106,800 14 11
	£3,844,575 16 5

F a.

THE CORPORATION GAS-WORKS.

I.—*Summary of Capital Expenditure on the several Gas-works and other Properties as at 31st May, 1900.*

	Total cost.	Depreciation and realisation, &c.	At credit of capital account.
1. Dalmarnock station and works, ...	£257,708 12 0...	£189,677 6 3...	£68,031 5 9
2. Dawsholm station and works,	554,774 8 6...	250,862 14 9...	303,911 13 9
3. Tradeston do. do.,	335,687 2 2...	146,575 0 2...	189,112 2 0
4. Temple do. do.,	221,723 8 5...	49,706 13 2...	172,016 15 3
5. New gas-works, Provan,...	71,526 9 8...	... ...	71,526 9 8
6. Old Kilpatrick station and works, ...	6,852 0 8...	1,727 17 3...	5,124 3 5
7. Pollokshaws station and works, ...	4,312 12 9...	2,186 11 3...	2,126 1 6
8. Land at Pollokshaws, ...	1,910 7 6...	... ...	1,910 7 6
9. Property in Partick, ...	20,525 17 7...	18,820 12 5...	1,705 5 2
10. Workshops in Stirling St.,	21,899 3 9...	12,913 7 6...	8,985 16 3
11. Offices in Virginia Street,	9,725 14 9...	186 8 3...	9,539 6 6
12. Chemical works, Dawsholm,	20,299 0 0...	13,701 19 1...	6,597 0 11
13. Do., Tradeston,	14,466 7 0...	3,055 13 1...	11,410 13 11
14. Workmen's dwelling-houses at Dawsholm, ...	4,396 3 8...	2,977 7 5...	1,418 16 3
15. Pipes and cost of laying,	615,236 0 3...	288,984 1 10...	326,251 18 5
16. Gas meters, ...	407,372 17 4...	226,533 14 2...	180,839 3 2
17. Gas stoves, ...	71,601 12 7...	31,287 5 6...	40,314 7 1
18. Counting-house furniture,	1,171 19 11...	1,071 19 11...	100 0 0
	£2,641,189 18 6...	£1,240,268 12 0...	£1,400,921 6 6

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II.—*Gross Revenue and Expenditure.*

	Capital Expenditure. on the Works.	Revenue Account. Gross Revenue.	Gross Expenditure.
1869-70, ...	£532,317 7 8	£235,701 6 4	£173,955 10 6
1870-71, ...	600,326 8 10	252,356 18 4	184,153 14 0
1871-72, ...	698,207 1 6	269,975 18 2	212,207 13 4
1872-73, ...	899,209 18 0	289,620 10 6	256,443 2 7
1873-74, ...	984,781 7 4	357,702 6 5	285,407 11 3
1874-75, ...	1,016,592 16 9	378,392 13 4	275,202 18 7
1875-76, ...	1,036,366 17 8	364,895 14 7	256,223 12 7
1876-77, ...	1,044,081 18 2	342,909 1 4	242,495 1 9
1877-78, ...	1,017,846 19 1	327,429 19 7	249,267 14 10
1878-79, ...	1,002,327 7 9	337,963 12 11	241,397 6 5
1879-80, ...	987,070 13 4	341,274 13 1	227,079 11 2
1880-81, ...	937,214 17 4	353,811 19 3	243,077 1 2
1881-82, ...	876,103 1 1	378,133 13 5	254,505 14 8
1882-83, ...	817,919 12 0	406,977 14 9	273,591 8 2
1883-84, ...	767,504 18 11	418,775 4 6	303,562 19 3
1884-85, ...	722,122 18 5	428,227 9 11	291,900 17 5
1885-86, ...	670,375 4 8	401,306 10 10	283,115 7 3
1886-87, ...	643,255 0 8	386,246 9 6	285,460 14 8
1887-88, ...	611,269 19 5	383,566 3 7	285,125 10 8
1888-89, ...	605,249 12 7	392,896 14 1	284,395 16 5
1889-90, ...	637,132 1 1	417,589 0 5	317,825 17 8
1890-91, ...	700,475 2 10	483,576 13 1	423,794 12 2
1891-92, ...	1,031,803 7 9	547,473 3 0	498,489 10 10
1892-93, ...	1,135,198 5 7	594,049 6 2	464,449 0 8
1893-94, ...	1,155,360 9 5	569,546 14 6	455,928 17 4
1894-95, ...	1,140,426 16 2	629,362 6 5	489,910 13 11
1895-96, ...	1,161,945 12 5	605,794 1 10	472,844 12 11
1896 97, ...	1,239,851 19 8	607,622 17 4	505,683 1 2
1897-98, ...	1,275,529 15 4	631,644 10 2	526,355 1 10
1898-99, ...	1,315,609 18 8	700,149 4 0	574,966 14 4
1899-1900, ...	1,400,921 6 6	770,002 16 10	646,281 3 10

G a.

The Corporation Tramways.

Pages 163, 166, 167, 170, 174, 179, 185, 187, 191, 196, 197, 202, 203, 212, 217, 220, 221, 222, 223, 229, 230, 231, 235, 236, 237.

The circumstances under which the Corporation of Glasgow obtained parliamentary powers to construct and work tramways in the city in 1870 are detailed in the text, which also refers, in chronological order, to the various steps by which

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the city has been provided with a system of tramways not only within its own limits, but extending into the suburbs.

Among these reference is made to the lease of the tramways constructed under these powers to the Glasgow Tramway and Omnibus Company, Limited, for a period of twenty-three years from 1st July, 1871; to the authority to construct and acquire additional tramways obtained in 1875, and the leasing of these to the Tramway Company; to the authority to construct additional tramways in 1879, and the lease of these to the Tramway Company in 1882; to the extensions of the tramways system authorised in 1884, and the lease of these to the Tramway Company; to the extension of the tramways under parliamentary authority in 1885, and their lease to the Tramway Company; to the statutory authority obtained in 1891 to work the tramways by mechanical traction; to the fruitless negotiations with the Tramway Company between 1887 and 1891 for an extension of their lease after 1894; and the resolution of the corporation, in November of the latter year, to work the tramways themselves; to the authority obtained in 1893 to construct additional lines of tramway; to the failure of the corporation's negotiations with the Tramway Company in 1894 for taking over at the termination of the lease the company's heritable property, horses, plant, and equipment; and to the provision by the corporation of all the means for carrying on the tramway service so soon as the lease to the company terminated; to the obtaining in 1897 of parliamentary authority to lease the Govan tramways and to make new tramways; to the resolution of the corporation in 1897 to adopt the electrical overhead system of traction, and to provide the necessary electrical equipment of the Springburn route; to the resolution of the corporation in 1899 to proceed with the renewal of the tramway lines and all other arrangements necessary, with a view to the application of electrical motive power to all the other parts of the tramways system; to the resolution of the corporation in 1899 that the tramways department should generate the electrical power to be applied on the tramways, the acquisition of land near the canal at Port-Dundas, on which to erect a main electric generating station, and the establishment of five sub-stations; and to the authorisation by parliament in 1899 of about 19 miles of double tramways, including not only numerous extensions within the city, but also extensions to Paisley, Shettleston, Tollcross, Rutherglen, Cathcart, and Pollokshaws.

Supplementary to these notices, the following particulars have been furnished by Mr. Young, the general manager of the tramways:—

The corporation have now been operating the tramway system for seven years. At the end of the lease the total length of line measured as single track was 63½ miles. Since then several short extensions have been constructed, and the system now in operation extends to 88 miles. This includes 8 miles which belong to the corporation of Govan. These tramways were formerly leased to the Glasgow Tramway and Omnibus Company, but in November, 1896, this lease, which expired in 1914, was taken over by the corporation, and the Govan tramways have since been operated as a part of the Glasgow system. In July, 1900, in view of the equipment of the track for electric traction, the lease was extended till 1935.

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The following table gives the length of the track as at this date, and the length of lines authorised but which have not yet been made. Several of these lines, however, are at present in course of construction :—

	Double Track. M. F. Yds.	Single Track. M. F. Yds.	Length of Street in which Tramways are laid. M. F. Yds.	Total Length of Single Track. M. F. Yds.	Depot Lines. M. F. Yds.	Crossings, Sidings, and Passing Places. M. F. Yds.
Owned by the Corporation, ...	39 1 171	1 0 135	40 2 136	79 4 87	3 2 36	1 1 196
Leased from Govan Commissioners,	4 0 201	0 0 18	4 0 219	8 1 200	0 0 181	0 1 81
Authorised under Act 1899, but not yet made,	15 0 77	...	15 0 77	30 0 154	0 1 46	...
	58 3 9	1 0 203	59 3 212	117 7 1	3 4 43	1 3 57[1]

In 1894 the corporation started with a service of cars very much the same as had been given by the former lessees. The fares, however, were considerably reduced, and halfpenny fares introduced for half-mile stages.

The following table shows the steady and continuous development since 1894 :—

	Average Cars and Omnibuses (16 hrs. day).	Mileage.	Passengers carried.	Traffic Receipts.	Average per mile.
For 11 months to 31st May, 1895, ...	170·97 ...	5,192,031 ...	57,104,647 ...	£222,121 11 0 ...	10·26d.
For year to 31st May, 1896, ...	227·66 ...	6,932,650 ...	86,462,594 ...	328,827 8 8 ...	11·38d.
Do., 1897, ...	268·20 ...	8,127,111 ...	98,966,658 ...	365,761 3 10 ...	10·80d.
Do., 1898, ...	280·96 ...	8,483,012 ...	106,344,437 ...	389,216 9 6 ...	11·01d.
Do., 1899, ...	305·85 ...	9,071,640 ...	118,775,668 ...	433,128 0 6 ...	11·46d.
Do., 1900, ...	316·96 ...	9,657,429 ...	127,628,484 ...	464,786 15 2 ...	11·55d.
Do., 1901, ...	322·02 ...	9,847,545 ...	132,557,724 ...	484,872 17 10 ...	11·82d.

By the Corporation Act, 1891, the corporation obtained powers to work the tramways by mechanical traction. The tramways committee at once applied their minds to the consideration of the various forms of mechanical traction then in use, but decided that the safest course would be to start in 1894 with horses, and await further developments in regard to the various forms of mechanical traction.

[1] In addition to the above, powers have been asked, under the Glasgow Corporation (General and Tramways) Order, 1901, which is unopposed and awaits confirmation by parliament, for the construction of 25 miles of tramways measured as single track.

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It was not, therefore, till 1897, that the tramways committee decided to equip the route from Springburn to Mitchell Street as a demonstration of the overhead system of electric traction. This route was opened for electric traction on 13th October, 1898; and on 5th January, 1899, the town council approved of the recommendation of the tramways committee that arrangements be made for proceeding at once to adapt the whole of the corporation tramways for the overhead system of electric traction, and that as much progress as possible be made before the opening of the International Exhibition in May, 1901.[1]

On 20th January, 1899, the corporation resolved that the electric energy to be employed on the whole tramway system should be generated by the tramways department. A site near the canal at Port-Dundas was accordingly acquired, on which to erect a main electric generating station, and five sub-stations were also arranged to be provided for distributing the current over the tramway system. The requisite works were accordingly proceeded with, and will be completed so as to enable electric traction to be applied to the whole tramway system in the course of 1901.

The following statement gives the amount of capital expenditure at the close of the first eleven months working on 31st May, 1895, as compared with the expenditure as at 31st May, 1901, with the amount of depreciation written off as at each date:—

	Capital Expenditure.							
	As at 31st May, 1895.				As at 31st May, 1901.			
Permanent way (less sinking fund to 30th June, 1894, £201,470 1s. 5d.), ...	£164,177	0	3	.....	£282,223	5	6
Electrical equipment (Springburn route),...	...			.....	42,562	1	0
Ground, buildings, and fittings, ...	163,142	17	8	.....	209,754	19	9
Machinery and plant, ...	11,829	12	7	.....	20,623	12	5
Horses, ...	110,909	10	7	.....	131,832	18	1
Harness, ...	6,932	0	1	.....	8,155	0	4
Rolling Stock,...	49,078	12	2	.....	89,897	14	5
Equipments, ...	4,040	0	3	.....	4,045	4	3
Uniform, ...	2,751	6	3	.....	2,751	6	3
Office furniture, ...	1,102	12	9	.....	1,560	0	6
Preliminary and parliamentary expenditure,	38,992	8	6	.....	44,378	1	0
Lease of Govan lines, and cost of reconstruction and electrical equipment, ...	...			.....	54,807	2	4
Lowering roadway under railway bridge,...	...			.....	1,685	9	4
Conversion and equipment of tramways for electric traction,...	...			.....	1,053,454	4	7
	£552,956	1	1		£1,947,730	19	9
Deduct depreciation, ...	9,193	19	7	.....	153,796	11	8
	£543,762	1	6		£1,793,934	8	1

[1] All the routes converging on the Exhibition were opened by the 1st of May of that year, and by the end of June only the routes from Paisley Road to Parkhead and from Govan to Possilpark were still operated by horse traction.

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H a.

The Corporation Electricity Works.

On 14th August, 1890, the Glasgow Corporation Electric Lighting Order, 1890, was confirmed by act of parliament. Under this order the Corporation, acting under the Gas Acts, were empowered to supply electrical energy within the city, for all public and private purposes. On the same date the Kelvinside Electric Company, Limited, obtained a similar order, empowering them to supply electrical energy to the district of Kelvinside, which was then outwith, but is now included within, the municipality. In the exercise of the powers which the former order confirmed, the Corporation proceeded to erect a generating station in Waterloo Street, and to lay down the necessary feeders and distributing mains for supplying electrical energy therefrom. These works were completed and opened on 25th February, 1893. Prior to this date the Corporation had purchased from Mavor & Coulson, Limited, a small generating station in John Street, which had been previously erected by them for the supply of electrical energy within a limited area of the city. The machinery and plant, however, connected with this installation were disposed of by the Corporation shortly after the works in Waterloo Street were opened.

In 1899 the Corporation acquired the undertaking of the Kelvinside Electric Company, Limited, and on 1st August of that year the transfer was confirmed by the Glasgow Corporation Gas and Water Act, 1899 (62 and 63 Vict., cap. 162).

The Corporation has also now erected two new generating stations—one at Port-Dundas and another in Pollokshaws Road—and both these works are now in operation. Additional feeders and distributing mains have been laid down in most of the streets within the city. The number of consumers, as at 31st May, 1900, was 2,852, and the number of public street arc lamps at same date was 265.

The following is a summary of the capital expenditure on the several electric lighting works of the Corporation, as at 31st May, 1900:—

1. Waterloo Street and John Street Generating Stations, &c.—			
Amount expended,		£86,332 11 2	
Deduct capital realised,		2,164 0 0	
			£84,068 11 2
2. Port-Dundas Generating Station—			
Amount expended,			146,358 5 8
3. Pollokshaws Road Generating Station—			
Amount expended,			43,053 0 2
4. Kelvinside Generating Station, Battery Stations, &c.—			
Amount expended,			30,080 13 3
5. Feeders, distributing mains, meters, &c.—			
Amount expended,		£396,984 18 11	
Deduct capital realised,	£1,632 11 4		
Cables in stock,	40,070 19 3		
		41,703 10 7	
			354,984, 8 4
			£658,544 18 7

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I a.

The Corporation Telephone Works.

In 1893 the complaints as to the high rates charged by the National Telephone Company for their service, and the inefficiency of the service itself, induced the Corporation to apply to the postmaster-general to grant it a license to establish a local telephone service for the city and its vicinity. But no definite reply was given to that application. As the result, however, of repeated and urgent representations a commissioner was appointed by the Government in 1897 to inquire and report as to the telephone service in the city and its neighbourhood, and after a prolonged inquiry he reported in favour of a telephone license being granted to the Corporation. Steps were thereafter taken by the Government to obtain statutory authority to the postmaster-general to grant licenses to municipal corporations to establish telephone services in their respective neighbourhoods, and on 9th August, 1899, an act conferring the requisite powers upon him was passed.[1] Under the provisions of this act the license applied for by Glasgow was the first to be granted, on 1st March, 1900, and on the same day the Corporation resolved to apply to the Secretary for Scotland for authority to borrow £120,000 for the purpose of establishing a telephone exchange. It was estimated that this sum would meet the cost of providing an exchange with 5,250 subscribers, with ducts, switch-room accommodation, &c., for other 5,250 lines. The authority was obtained on 12th April, and the necessary works were commenced in June of that year, and have been continued without intermission since. It has been arranged that the exchange will be opened in September, 1901. A number of subscribers were put into communication with each other at the end of March, 1901, and Mr. A. R. Bennett, the engineer under whose direction the necessary work is being carried on, expects that the number of subscribers connected with the exchange will be rapidly augmented. The Glasgow telephone area covers 143 square miles, and embraces such distant places as Clydebank, Kirkintilloch, Kilsyth, and Busby. The tariffs adopted by the Corporation are (1) £5 5s. per annum, to cover an unlimited number of calls over the whole extent of the telephone area; and (2) £3 10s. per annum, and 1d. for each call made by the subscriber, also applicable over the whole extent of the area. The number of subscribers obtained at 31st December, 1900, was 4,309, and the amount spent on construction at the same date was £27,543 15s. 7d.

The central switch-room of the department is situated at Castle Chambers, Renfield Street, and branch switch-rooms have been leased at Hillhead, Maryhill, Springburn, Bridgeton, Crosshill, Kinning Park, and Govan. The Corporation have adopted the metallic circuit system throughout, and special attention is directed to preserving privacy of conversations between subscribers, while the switch-board is so arranged that the operators cannot listen to conversations not intended for their ears.[2]

[1] 62 and 63 Victoria, c. 38, Telegraph Act, 1899.

[2] The Corporation Exchange began to work on March 28th, 1901. Communication was established with the Government trunk lines on June 2nd, and through them with all telephone exchange systems in the United Kingdom. At June 20th 630 instruments were connected, while the orders on hand numbered 5,200. A branch switch-room at the International Exhibition, comprising 67 subscribers, was opened on May 2nd.

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J a.

The Police Force of the City.

Table showing number of Police Force, with the cost for pay and clothing.

In 1817-18—20 officers, 80 watchmen, and 20 patrol men.

,, 1830—	150	men.								
,, 1851—	626	,,								
,, 1854—	623	,,	...	...	...	...	...	£27,757	13	8
,, 1859—	678	,,	...	...	...	...	...	36,194	2	1
,, 1864—	719	,,	...	...	...	...	...	41,845	6	11
,, 1869—	813	,,	...	...	...	...	...	51,713	2	8
,, 1874—	886	,,	...	...	...	...	...	69,996	2	5
,, 1879—	1,009	,,	...	...	...	...	...	82,366	3	3
,, 1884—	1,042	,,	...	...	...	...	...	86,574	5	9
,, 1889—	1,061	,,	...	...	...	...	...	88,930	14	10
,, 1894—	1,304	,,	...	...	...	...	...	108,892	18	9
,, 1899—	1,360	,,	...	...	...	...	...	113,654	15	2
,, 1900—	1,360	,,	...	...	...	...	...	116,528	17	3[1]

K a.

The Sewerage of the City.

Public Sewers.

Constructed previous to 1849,			...	70,400	lineal yards.
,,	between 1849 and 1863 (inclusive),		...	39,177	,,
,,	,,	1864 and 1868	,, ...	12,209	,,
,,	,,	1869 and 1873	,, ...	24,377	,,
,,	,,	1874 and 1878	,, ...	15,045	,,
,,	,,	1879 and 1883	,, ...	9,203	,,
,,	,,	1884 and 1888	,, ...	5,677	,,
,,	,,	1889 and 1893	,, ...	8,008	,,
,,	,,	1894 and 1898	,, ..	29,441	,,
,,	,,	1899 and 1900	,, ...	5,895	,,
	Total lineal yards,		... ...	219,432 = 124½	miles.

L a.

The Lighting of the City.

I.—Number of street lamps, of men engaged in lighting, and the cost.

		Number of Lamps.		Number of Men.		Cost of Department.		
1818	...	1,472						
1830	...	1,460						
1835	...	2,888						
1840	...	3,301						
1850	...	7,358						
1854-5	...	10,657	...	—	...	£8,515	5	0
1869-70	...	10,657	...	294	...	29,246	5	2
1874-5	...	11,009	...	306	...	37,300	17	8
1879-80	...	11,583	...	354	...	49,658	13	6
1884-5	...	12,134	...	395	...	46,149	17	0
1889-90	...	12,981	...	421	...	41,733	5	9
1894-5	...	17,324	...	548	...	59,986	9	5
1899-1900	...	19,418	...	710	...	71,826	5	3
1900-1901	...	19,418	...	,,	...	81,040	18	10[2]

[1] Cost for year to 31st May, 1901.

[2] Cost for year to 31st May, 1901.

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II.—Number of public and private street and court lamps and stair lights, with the consumption of gas since 1869-1870, when the undertakings of the Glasgow Gas Light Company and the City and Suburban Gas Company were acquired by the Corporation.

Year.	Number of Lamps.		Quantity of Gas. Cubic Feet.	Number of Stair Lights.	Quantity of Gas. Cubic Feet.	No. of Men.	Total Quantity of Gas. Cubic Feet.
1869-70	Public,	7,483	31,565,400	17,284	39,188,400	294	
	Private,	3,174	10,604,700				81,358,500
	Total,	10,657	42,170,100				
1874-75	Public,	7,873	39,306,661	22,104	52,124,000	306	
	Private,	3,136	11,748,996				103,179,657
	Total,	11,009	51,055,657				
1879-80	Public,	8,385	62,746,196	26,254	67,905,055	354	
	Private,	3,198	15,671,439				146,322,690
	Total,	11,583	78,417,635				
1884-85	Public,	8,885	74,648,035	27,279	72,656,123	395	
	Private,	3,249	17,673,799				164,977,957
	Total,	12,134	92,321,834				
1889-90	Public,	9,658	96,158,771	29,501	77,248,339	421	
	Private,	3,323	17,641,920				191,049,030
	Total,	12,981	113,800,691				
1894-95	Public,	13,062	126,251,675	37,527	98,553,235	548	
	Private,	4,262	24,404,585				249,209,495
	Total,	17,324	150,656,260				
1899-1900	Public,	14,751	136,545,620	52,439	140,621,500	710	
	Private,	4,667	28,574,315				305,741,435
	Total,	19,418	165,119,935				

III.—*Electric Street Lighting.*

This system was inaugurated in 1893, and there are at present 266 lamps so lighted. An addition of 167 lamps is nearly completed, and about 300 more have been authorised by the Corporation.

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IV.—*Incandescent Gas Lighting.*

This system has been largely introduced during recent years, and at present 2,500 lamps are so lighted in the city.

M a.

THE CLEANSING OF THE CITY.

(Page 161, &c.)

Number of men and horses employed, and the cost.

	Men.	Horses.	Net Cost.
1817-18	16 (scavengers).		
1870	652	140	£13,422
1874-5	822	160	35,204
1879-80	773	166	31,519
1884-5	798	171	38,646
1889-90	796	185	47,865
1896	1,096	262	65,444
1900	1,223	273	79,255
	1,273	279	87,245[1]

The following memorandum by Mr. M'Coll, inspector of cleansing, explains the system in operation in Glasgow at the present time:—

Domestic or House Scavenging.

When the police board took over the work of cleansing the city in 1866, and for some time after, there was no proper system of emptying ashpits, the custom being to allow them to stand till full. This system was abolished, and instead, what is known as the block system introduced, *i.e.*, the city was divided into seven principal districts, each of which was subdivided into six divisions, the ashpits in each division being emptied once a week. The Central district forms an exception to this, as in it the emptyings are twice a week. There is also in existence in the Central district a daily morning dust-cart service for the benefit of shops, warehouses, and offices. This daily service is also given in Garnethill, a portion of the West-end, and Hillhead. A change is at present in course of development, which will, when completed, prove a decided advance on the present methods. This is the substitution of portable ashbins for ashpits. These bins will be carried to the street, and their contents deposited in a covered motor dust-van, thus obviating the pitching of the refuse into either the back court or on the street, a method which is the cause of a considerable amount of extra labour, as well as being the source of numerous complaints. The

[1] Year to 31st May, 1901.

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better portion of the city refuse has always been sold to farmers under the name of "city manure," and, in order to improve the quality of this manure, as well as provide crematory accommodation for the light and useless refuse, despatch works were erected. The first of these, at St. Rollox, was opened in 1881. Then in 1884 Crawford Street, followed by Kelvinhaugh in 1891, and Haghill in 1897. Offers are presently under consideration for the erection of furnaces at Maryhill. At this station a different system will be introduced, as the whole of the refuse will be cremated. At these works the refuse is mechanically treated, the finer portion passing through a riddle into a mixing machine, where it is mixed with street sweepings, excrementitious matter, and fish refuse, and drops into a railway wagon. The light and unsaleable portions are passed over a carrier on to the cremating furnaces. By this system all the refuse collected is disposed of daily, being either sent out of town by rail or cremated. For this traffic the department owns about 900 railway wagons. Formerly the refuse was stored in depots in the outskirts of the city, and lay there until it was removed by farmers, a system which was most objectionable in every way, and was the cause of numerous complaints. In the summer of one year (1874) the quantity stored at these depots amounted to no less than 28,860 tons.

Until 1896 the residuum from the cremating furnaces was not considered to be of any value, and was simply trucked off to the tips belonging to the department in the country. In the year named, however, an attempt was made to dispose of the clinker by breaking it into sizes suitable for use in making concrete. The experiment proved so successful that mechanical breakers have been introduced at all the works, and the sales have increased yearly, as the following table will show:—

	Tons.	Amount realised.
1896-1897, ...	2,133 ...	£242 11 2
1897-1898, ...	5,682 ...	643 1 10
1898-1899, ...	7,266 ...	804 6 0
1899-1900, ...	9,184 ...	1,089 11 2

Another development has been the collection of waste paper in bags from offices, warehouses, and private houses. The primary object was by keeping the paper out of the refuse to improve the amenity of the streets, and this has not only been accomplished, but a very fair revenue has been derived, more than covering the cost of the additional work involved. The number of bags now in circulation is 6,000, and the quantity of paper collected has reached 80 tons per month, and is still increasing.

Public or Street Scavenging.

When the department was formed the only method of street sweeping in vogue was by hand, the implement being the old-fashioned birch broom. In 1870 horse-drawn machines were introduced, and these are now the principal appliances.

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Later on, for hand sweeping, the birch brooms gave way to the bass brushes, which are now in use. The enormous traffic of the city renders the cleansing of the streets more difficult each year. To meet the demands of the times, hose-washing of streets in the central district was introduced, and this is likely to be extended to the principal thoroughfares leading to the suburbs. The streets are by this method thoroughly cleared of all filth and dust, and cleansed in a way that brushing could never effect. As already mentioned, the street sweepings are utilised in preparing the "city manure."

Estates, Farms, &c.

In consequence of the enormous increase in the quantity of refuse collected, and of the deterioration in the quality through the general introduction of water-closets, it was found necessary to provide an outlet for the unsaleable portions. The first venture in this way was the leasing of Fulwood Moss, on the Caledonian railway, in the year 1879. This ground was taken upon an improvement lease of 31 years. In recent years additional ground had to be acquired on a contiguous estate. Good crops are grown on this land. A useless piece of bog land was thus transformed into a valuable agricultural subject, and at the same time provided an outlet for large quantities of city refuse. The only regret is that the farm goes back to the proprietor at the expiry of the lease in 1910.

With this instance before them of the ultimate folly of leasing land, the cleansing committee determined to purchase outright in future. When, therefore, in 1891, an outlet for surplus refuse on the North British system was required, the estate of Ryding, near Airdrie, was bought outright. The property extended to 575 acres, to which two farms were more recently added, bringing the total contents of the estate to 817 acres, which covers a stretch of 2½ miles of country from north to south. As at Fulwood Moss, the primary object was the finding of tipping accommodation for surplus refuse. The undulating nature of the soil is such that accommodation in this direction is provided here for many years to come. The land, which is of a clayey nature, is capable of much improvement, but by draining and a judicious application of refuse a vast improvement has been effected, the land now producing splendid crops. The produce is, of course, used in the stables of the department in the city. On the property are situated two whinstone quarries, from which, in rent and royalty, the department derived last year the sum of £298 18s. 4d.

In order to provide an outlet for surplus refuse on the Caledonian north line, the farm of Maryburgh, situated between Glenboig and Cumbernauld, was purchased in 1895. Here also is provided splendid accommodation for the storing of refuse. The adjoining farm of Hallbrae was leased in 1897 in order to improve the railway connection to Maryburgh.

The department owns and leases at the various places mentioned 1,035 acres of land. To this land and to the tips thereon there was sent during the year ended 31st May, 1900, 140,041 tons of unsaleable refuse.

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Workshops, Granary, &c.

The department also owns workshops, which are situated at Charles Street, St. Rollox. In these, all the vehicles required by the department are built and repaired, and the railway wagons are also repaired there.

Muster-hall and stabling accommodation has been provided for the staff and stud in each of the districts of the city, and in addition the granary and stores have been erected in the central district, the former being fitted with all the latest machinery for preparing the horse feeding.

Cost of Cleansing.

	General.	Private Streets and Courts.	Total.
1899-1900,	£79,255 6 7	£14,492 4 10	£93,747 11 5
1894-1895,	65,444 5 5	13,340 12 11	78,784 18 4
1889-1890,	47,864 18 7	10,550 1 11	58,415 0 6
1884-1885,	38,646 5 10	10,969 4 11	49,615 10 9
1879-1880,	31,519 4 9	10,422 6 1	41,941 10 10
1874-1875,	35,694 1 10	10,214 16 0	45,908 17 10
1869-1870,	17,250 2 11	6,645 11 10	23,895 14 9
1864-1865,	16,673 6 9	—	16,673 6 9
1859-1860,	11,839 3 4	—	11,839 3 4
1854-1855,	8,206 16 0	—	8,206 16 0

With the exception of the special assessment for the cleansing of private streets and courts there is no assessment levied for cleansing in the city, the cost being paid out of the general police rate. The cost of the general cleansing last year was equal to 3·83d. per £ on the rateable value, which compares favourably with

Dundee,	4·49d.
Edinburgh,	5·05d.
Liverpool,	6·40d.
Leeds,	8·20d.
Sheffield,	8·48d.
Manchester,	9·63d.

Statement showing the progress of the Department in Quinquennial Periods.

	Material dealt with.	Men.	Horses.	Net Cost.	Capital Expenditure.
1869-1870,	164,764 tons	652	140	£13,422	£22,984
1874-1875,	195,695 ,,	822	160	35,204	36,212
1879-1880,	169,280 ,,	773	166	31,519	60,284
1884-1885,	234,959 ,,	798	171	38,646	122,251
1889-1890,	232,678 ,,	796	185	47,865	151,059
1894-1895,	374,440 ,,	1,096	262	65,444	223,676
1899-1900,	444,515 ,,	1,223	273	79,255	281,015

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N a.

The Glasgow Corporation City Improvements.

The circumstances under which this department (formerly called the City Improvements Trust) was created and has been carried on, under the powers conferred by successive Acts since 1866, have been mentioned in the text, but may be briefly summarised.

In 1866 the Glasgow Improvements Act of that year empowered the lord provost, magistrates, and town council, as "improvements trustees," to acquire lands, to make new streets, and to alter, widen, divert, or shut up existing streets, to lay out the lands so acquired of new, and to erect buildings thereon; to fit up and let dwelling-houses for persons of the working and poorer classes; and to purchase land for, and to form, a public park, appropriating the surplus land for building purposes. The park so authorised was formed in 1867 and 1868, and having been opened in 1870 was named "The Alexandra Park." The trustees were empowered to borrow money to the extent of £1,250,000, and to impose an assessment upon owners not exceeding 6d. per £ on the rental or annual value of their lands and heritages for the first five years, and 3d. per £ for other ten years.

By acts passed in 1873 and 1877, the police board of the city was empowered to widen and divert a number of streets, to make new streets, and to carry out other street improvements, and to acquire the land necessary for such purposes. After the operations under these acts had been nearly completed, the surplus lands then remaining in the hands of the police board, and the ground annuals which had been created over other lands already sold by the board, were, by an act passed in 1894, transferred to the improvements trustees at the price of £103,245 18s. The lands thus transferred, so far as the same were not required for fully completing the street improvements authorised by the 1873 and 1877 acts, were to be used for the general purposes sanctioned by the act of 1866.

In 1880 an act increased the borrowing powers of the improvements trustees to £1,500,000, and limited the assessment to be imposed under the 1866 act to 2d. per £ for an indefinite period. Since 1896, however, it has not been necessary to levy any assessment under the last-mentioned act.

In 1895 an act transferred to and vested in the Corporation of the City of Glasgow, as from 5th November of that year, the powers of the improvement trustees, with all the properties, rights, and duties which had previously belonged to and had been exercisable by the trustees.

In 1897 an act was obtained authorising the corporation to acquire the properties within six scheduled areas, which were of an insanitary and congested character, and also to acquire land for the widening of Nelson Street from Trongate to Bell Street; to take down the buildings within said areas, and to reconstruct the same. Power was also given by this act to purchase 25 acres of land, either within the city or within half-a-mile radius of it, for the purpose of erecting thereon houses for the poorest classes, and to expend £100,000 for this special purpose. The borrowing powers conferred for carrying out the objects of the 1897 act extended to £560,000, inclusive of the £100,000 referred to. A new assessment, not exceeding 1d. per £, was also authorised to be imposed upon the owners and occupiers of all lands and

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heritages within the city, in the proportion of one-half upon owners and the other half upon occupiers. The amount which has been expended, as at 31st May, 1900, in acquiring the lands scheduled under, and in carrying out the other objects of, the 1897 act, may be stated at between £250,000 and £260,000.

I.—Position of Trust, created under Act of 1866, as at 31st May, 1900 :—

Liabilities.

Cash held on loan, ...		£1,276,784 17 11
Open accounts, ...		6,960 15 11
Sinking fund, ...	£3,747 2 10	
Reserve fund, ...	3,747 2 10	
		7,494 5 8
Balance of free assets, ...		17,129 12 2
		£1,308,369 11 8

Assets.

Tenement buildings erected, ...		£298,259 17 8
Tenement buildings acquired from Streets Improvements Committee and others, ...		75,305 17 6
Tenement buildings under construction, ...		5,237 10 0
Ground valued by City Engineer, ...	£493,181 12 0	
Less capitalised value of unredeemed burdens, ...	14,702 18 9	
		478,478 13 3
Lodging-houses, including family home, ...	£130,442 6 6	
Less allowance for depreciation, ...	16,685 15 2	
		113,756 11 4
Capitalised value of feu-duties and ground annuals, ...		322,780 2 11
Security, stock, cash, and outstanding accounts, ...		14,550 19 0
		£1,308,369 11 8

II.—The following statement shows (1) cost of the various Model Lodging-houses and Family Home, as at 31st May, 1900, less £16,685 15s. 2d. written off for depreciation as above; and (2) accommodation provided therein :—

Name.	Cost.	Accommodation.
1. Drygate Home, ...	£17,220 4 9 ...	369 persons.
2. Greendyke Street Home, ...	9,692 12 6 ...	284 ,,
3. Portugal Street Home, ...	19,051 11 0 ...	468 ,,
4. Clyde Street Home, ...	12,142 18 2 ...	366 ,,
5. North Woodside Road Home, ...	14,054 3 8 ...	350 ,,
6. Hydepark Street Home, ...	12,350 13 7 ...	345 ,,
7. Moncur Street Home (for females only), ...	8,145 0 7 ...	248 ,,
8. Family Home, St. Andrew Street, ...	17,609 6 1 ...	[1]640 ,,
9. General Laundry, Drygate, ...	3,490 1 0 ..	—
Total, ...	£113,756 11 4 ...	3,070 persons.

[1] In the Family Home there are 160 rooms, each capable of accommodating one adult and three children.

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O a.

ABSTRACT OF THE ORDINARY REVENUE

From 1st June

Ordinary Revenue.

	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
General Department (Common Good), -	£52,516 9 0	£53,652 11 0	£54,211 19 10	£54,785 2 5	£61,874 3 4
Tramways Department, -	334,377 13 6	370,882 4 4	394,111 12 0	439,224 1 8	469,965 10 11
Mitchell Library and Moir Bequest, - -	3,582 5 7	3,815 4 3	4,091 14 2	5,135 18 2	4,785 16 2
Gas Measures Act, -	775 17 5	795 3 6	803 5 9	875 16 0	947 3 3
Municipal Buildings Department, - - -	28,432 9 3	29,464 11 1	29,961 9 3	40,777 1 7	40,391 9 10
Registration and Valuation Acts, - - -	19,027 19 0	18,951 1 2	18,143 8 6	20,850 15 10	18,105 15 7
Local Authority under Contagious Diseases (Animals) Act, - -	21,946 4 6	25,774 10 4	23,541 13 6	17,301 2 3	18,318 5 3
Prison Payment, Clyde Embankments, and City of Glasgow Act, -	4,950 12 1	7,391 0 8	7,609 19 3	10,020 4 8	11,601 7 10
City Improvements Department Acts, 1866, &c., - - - - -	59,900 6 7	60,174 5 6	63,674 10 2	67,802 4 8	70,902 15 7
City Improvements Department Act, 1897, -	—	—	32 15 0	11,807 17 0	15,578 0 5
Markets Department, -	24,964 10 9	27,893 3 7	25,979 8 4	28,468 11 2	29,052 17 4
Parks Department, -	46,529 7 7	49,389 8 4	56,147 10 8	66,855 7 0	72,307 9 10
Police Department, -	622,806 17 6	631,388 6 7	664,345 11 10	708,550 13 1	728,808 19 11
Water Department, -	189,713 8 10	201,226 0 7	211,371 18 6	216,744 2 0	212,734 1 3
Gas Department, - -	605,794 1 10	607,622 17 4	631,644 10 2	700,149 4 0	775,074 13 10
Electricity Department,	25,862 8 6	30,474 16 1	36,360 14 10	44,141 4 7	59,762 2 0
Corporation Loans Fund,	*2,579 5 9	*1,621 15 7	*1,393 8 7	*1,165 11 10	*2,136 5 8
Town-Clerk's Fee Fund,	8,060 12 7	9,547 8 5	6,858 16 1	9,556 5 7	9,243 6 3
	£2,051,820 10 3	£2,130,064 8 4	£2,230,284 6 5	£2,444,211 3 6	£2,601,590 4 3

* Exclusive of the Contributions from the several Departments to meet Interest and other Charges.

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AND EXPENDITURE OF THE CORPORATION
to 31st May, 1895-1900.

Ordinary Expenditure.					*Amount of Loan Debt under Parliamentary Authority.*
1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.	
£49,036 4 2	£54,093 8 10	£53,785 8 4	£49,278 18 7	£48,947 7 1	£140,649 5 3
301,118 6 3	335,882 4 4	354,721 19 1	385,451 10 8	391,317 4 0	834,732 0 1
3,606 10 5	3,612 10 1	4,351 0 5	3,715 12 8	3,579 6 7	—
637 7 10	640 15 1	640 16 6	765 18 11	737 17 3	—
29,169 18 2	37,854 6 7	31,027 7 2	43,087 18 5	34,703 19 2	519,434 4 2
19,139 9 0	19,637 15 6	18,307 9 4	18,568 2 8	19,521 19 10	—
17,275 0 0	17,207 2 10	17,750 11 9	15,742 13 1	15,889 6 11	14,603 11 9
6,596 0 1	6,325 0 3	6,878 9 8	8,756 5 7	7,645 8 11	163,398 9 1
53,022 2 11	54,809 17 9	61,326 10 8	65,608 5 4	69,349 12 1	1,276,784 17 11
—	—	1,340 7 9	8,060 18 10	16,916 18 4	274,642 5 6
21,273 17 11	22,712 19 1	22,174 6 1	26,629 16 1	24,052 11 7	120,907 10 10
47,465 7 3	51,471 14 10	55,995 8 7	67,497 14 5	72,307 9 10	643,025 3 8
609,108 5 11	628,080 9 10	672,240 9 7	690,214 4 9	739,258 17 4	1,975,071 2 7
183,887 9 3	185,750 14 3	212,386 10 6	213,979 8 2	232,530 3 4	2,851,148 9 7
605,291 9 1	607,294 0 6	631,002 15 11	700,099 13 3	775,041 9 9	1,181,500 0 0
23,481 8 8	28,947 13 3	34,186 4 4	42,199 19 6	59,722 7 5	628,500 0 0
*2,579 5 9	*1,621 15 7	*1,393 8 7	*1,165 11 10	*1,916 19 1	Included in above.
7,652 16 1	7,854 16 8	8,471 3 7	8,624 12 2	8,763 0 3	—
£1,980,340 18 9	£2,063,797 5 3	£2,187,980 7 10	£2,349,447 4 11	£2,522,201 18 9	£10,624,397 0 5

* Exclusive of Interest on the Loan Debt, which is all included in the Expenditure of the several Departments above, and of the proportion of Management and other Charges similarly dealt with.

The expenditure column for each year includes sinking fund set apart for repayment of debt in every case where a sinking fund exists. As at 31st May, 1900, the gross amount of the fund was £1,014,917 5s. 4d.

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P a.

TABLE SHOWING FIRES WITHIN THE CITY AND LOSSES RESULTING THEREFROM.

Year.	Fires. Engines out.	Fires. Engines not out.	Total Fires.	Loss.	Fires in Dwelling-Houses.
1870	163	156	319		75
1871	141	150	291		75
1872	161	163	324		91
1873	157	163	320		106
1874	175	162	337		93
1875	171	171	342	£283,000	110
1876	154	140	294	91,000	92
1877	168	152	320	78,000	102
1878	170	169	339	66,000	113
1879	211	131	342	80,000	97
1880	195	129	324	61,000	94
1881	230	167	397	125,000	136
1882	215	155	370	145,000	134
1883	217	167	384	222,000	136
1884	247	141	388	72,000	131
1885	220	142	362	85,000	110
1886	237	128	365	141,000	122
1887	219	149	368	74,000	121
1888	255	150	405	206,000	160
1889	282	161	443	150,000	163
1890	255	158	413	43,500	152
1891	280	224	504	110,000	188
1892	356	221	577	120,000	216
1893	342	191	533	102,000	175
1894	296	193	489	36,500	188
1895	416	255	671	95,000	277
1896	378	257	635	109,500	274
1897	487	228	615	155,500	263
1898	393	268	661	225,500	277
1899	445	251	696	84,000	294
1900	436	259	695	320,000	277

Q a.

THE MAIN DRAINAGE OF THE CITY.

(Page 234.)

The remarkable growth of the city in area, population, and manufacturing enterprise necessarily required the adoption of means to deal with the sewage and the affluents from its manufactories otherwise than by discharging them, in their natural condition, into the Clyde. The necessity for this, so far back as 1602—when the population did not much exceed 7,000, and when manufacturing enterprises were scarcely dreamed of—induced the authorities of that time, on the initiative of the convention of burghs, to take some steps to prevent or diminish the pollution of the

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river. But modern conditions were entirely different, and before the problem of purifying the river was officially grappled with on a large scale by the authorities of the city, it was attempted to be solved by engineers and others. Among the schemes so suggested was one in 1851, when the population was 333,000. It proposed the creation of a great reservoir in the Upper Ward of Lanarkshire, from which, during summer drought, "artificial spates" might be discharged to scour seaward the accumulation of sewage in the harbour and lower reaches of the river. Another project contemplated the collection of the sewage into four large main sewers, and its being pumped to an elevation of 260 feet, whence it might flow through a conduit forty miles in length into tanks in Ayrshire, and thence be distributed over sand wastes in that county, so as to make them agriculturally productive. But none of these projects was accepted by the authorities, who, however, in 1858, remitted to Professor Anderson, of Glasgow, and Mr. J. F. Bateman, of London, to consider and report whether it was practicable so to deodorize the sewage as to preserve its fertilizing ingredients for agricultural purposes, and to admit of the discharge of the residuum into the Clyde in a condition to be inoffensive. They reported that no process of precipitation or chemical treatment would effect the desired object, and further official action on the subject was abandoned for a a time, though other schemes were from time to time put forward. In 1867 a joint committee of the town council, the board of police, and the Clyde trustees requested Messrs. Bateman and Bazalgette to report as to the practicability of intercepting the sewage, and disposing of it otherwise than by allowing it to flow into the harbour. These eminent engineers submitted a report under this remit on 20th July in the following year, suggesting a scheme for intercepting the sewage of the higher, middle, and lower levels of the city, and conveying it from a pumping station at Pollokshields in a circular outfall conduit, nine feet in diameter, to a point on the Ayrshire coast about midway between Saltcoats and Troon. Thence the sewage might, they said, be conveyed and applied with great advantage to extensive districts of sandy land, and the effluent, thus deprived of offensiveness, might be discharged into the sea. The estimated cost of carrying out that project—on the assumption that nothing could be derived from the application of the sewage to agricultural purposes—was £1,253,256, with an annual charge for interest and working expenses of £55,000, involving an assessment upon the then rental of 5½d. per pound. Nothing, however, followed on this report, and the difficulties connected with the maturing and carrying into effect of any scheme which must necessary deal not only with the city but with other outside districts, suggested the necessity of having the whole subject dealt with by a royal commission. With the aid of the then Home Secretary, Mr. Cross, now Viscount Cross, a commission was issued to Sir John Hawkshaw, in 1874, to enquire into the pollution of the Clyde and its tributaries, and the best means of securing its purification, and remedying the evils and inconveniences arising from its polluted state. Under this commission Sir John made a thorough investigation of the condition of the river and streams within the whole watershed of the Clyde—an area of about 1,480 square miles —and on 21st March, 1876, he issued his report. In that document he recommended that the sewage of the city and its suburbs, and of Airdrie, Coatbridge, Tollcross, Rutherglen,

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Cambuslang, Renfrew, Paisley, Johnstone, Elderslie, and Kilbarchan, should be conveyed in a tunnel to the sea, and that the sewage of the northern bank of the Clyde should be carried in separate syphon pipes under the river at Whiteinch to a pumping station on the opposite side. Three alternative positions were suggested for the outfall—the Cloch Point, Farland Head, and a point about mid-way between Saltcoats and Irvine. Of these three positions Sir John deemed the second least liable to objection. The drainage of Greenock, Port-Glasgow, Helensburgh, Dumbarton, Kilpatrick, Duntocher, Milngavie, Kirkintilloch, Hamilton, Motherwell, Wishaw, Lanark, and other centres of detached population he recommended to be dealt with locally. The estimated cost of this scheme, so far as Glasgow and the conjoined districts were concerned, was £2,500,000, of which £1,500,000 represented the cost of the outfall sewer. The estimated annual charge for interest, pumping, and maintenance was £108,000.

A scheme so comprehensive and costly as that recommended by the royal commission was considered by the authorities of the city to be one which—in view of its importance not only as affecting the west of Scotland, but as forming a precedent to be applied to other districts within the great river systems of the kingdom—should be dealt with by the government, with all the facilities which it could command. And this view was pressed upon the Home Secretary. But he resolutely insisted upon the town council promoting a Clyde Conservancy Bill, which he undertook to support. A bill on the lines of Sir John Hawkshaw's report was accordingly prepared and introduced into Parliament. But, as had been apprehended, it evoked such an amount of opposition from the local authorities outside of the city as to induce the Home Secretary to advise its withdrawal—he undertaking, on behalf of the government, to deal with the subject in a subsequent session. On receiving a written guarantee to that effect the bill was withdrawn. A change in the government, however, afterwards took place, and the guarantee did not receive effect. A succeeding government, through Sir William Harcourt as Home Secretary, afterwards called on the town council to deal with the subject, but on a representation of the large expense which the city had incurred in previous years in connection with the matter, and of the pledge given by the previous government, Sir William's requisition was not pressed.

In 1887 a bill was promoted in parliament by private individuals—but was ultimately adopted by the Caledonian Railway Company—to authorise the construction of a railway in tunnel under several of the most important streets of the city. The project was objectionable to the local authorities on many grounds, and among others by reason of its interference with the sewers of the city, and its consequent serious derangement of the sewerage system. To obviate that objection the railway company undertook to sustain the whole expense of rearranging the interrupted sewerage to the satisfaction of the local authority, which, upon that undertaking, withdrew its opposition, and the bill was passed into law. Under that arrangement a system of new drains was constructed to convey the sewage of the north-eastern and eastern districts of the city to Dalmarnock, where works were erected for its treatment and disposal. These works have been in successful operation for upwards

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of seven years, and the results compare favourably with any that have been obtained in this or any other country.

The area to be drained eventually into the Dalmarnock Works is 3,465 acres, with a present population of 252,000. It is estimated that ultimately, when all the sewer connections are made, the quantity of sewage passing through the works daily will be 17 million gallons.

The unquestionable success of the treatment of the sewage at Dalmarnock removed much pre-existing uncertainty regarding methods of chemical precipitation, and in the autumn of 1895 it was resolved to proceed with the works necessary for the collection and disposal of the remainder of the sewage of the northern bank of the river. A bill to obtain the requisite authority was accordingly prepared and introduced into parliament that year, and received the royal assent on 7th August, 1896.[1] By the scheme thus sanctioned the corporation was authorised to deal with and dispose of the sewage of Glasgow and Partick, the districts of Temple, Knightswood, Jordanhill, Scotstounhill, and Yoker, the landward part of Renfrewshire, Dumbartonshire south of the canal, the burgh of Clydebank, Radnor Park, Bearsden, and also, if need be, Duntocher, Faifley, Old Kilpatrick, and Bowling. This drainage area includes rather more than 9,000 acres, or about 14 square miles, and the dry-weather flow of sewage will be 49 million gallons per day, averaging 60 gallons per day for each person, augmented occasionally by rainfall to 100 millions of gallons.

When promoting that act the corporation undertook that, if it were passed, they would forthwith promote a bill to effect the corresponding object as regarded the sewage of the southern bank of the Clyde, and that engagement they fulfilled by promoting the requisite bill in 1898, which received the royal assent on 12th August, 1898.[2] The scheme thus sanctioned comprehended an area of 9,057 acres, or 14 square miles, and included not merely the municipal territory south of the Clyde, but also Rutherglen, Cathcart, Thornliebank, Mansewood, Newlands, Pollokshaws, detached parts of the county of Renfrew, the burghs of Kinning Park and Govan, and the district of South Lanarkshire.

The following description of the works proposed to be executed under the powers of these acts is taken, in a somewhat condensed and modified form, from a paper on the "Glasgow Main Drainage," prepared by Mr. A. B. M'Donald, the engineer of the corporation, who has conducted the engineering part of the case through parliament, and is now engaged in executing the works.

The works for the treatment of the sewage will be situated at Braehead, about a mile from Renfrew. The ultimate dry-weather flow from the districts enumerated will be 45 million gallons, averaging 61 gallons per day for each person, which will be increased occasionally by rainfall to 89 millions.

The result of the combined undertakings thus authorised in 1896 and 1898 will be the provision of effectual means of intercepting all the pollution that at present enters the Clyde between Carmyle weir and the mouth of the Leven.

For the collection and disposal of the 94 million gallons of sewage within the combined territory, 30 miles of sewers will be constructed—varying in size from

[1] 59 and 60 Victoria, c. 234.

[2] 60 and 61 Victoria, c. 243.

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2 feet 6 inches in diameter to 10 feet—which have been calculated to discharge, in addition to the sewage, an amount of rainfall equivalent to one-quarter of an inch per day, or 189 million gallons of combined flow.

The leading features of the scheme for dealing with the sewage on the north bank of the Clyde are—the construction of an outfall sewer which will convey the drainage of the higher levels of Glasgow and Partick to Dalmuir, where it will be treated at the works which are to be constructed there, on the lands acquired by the corporation for that purpose; the construction of an intercepting sewer to collect the drainage of the lower levels of the city; the construction of an intercepting sewer to collect the drainage of the lower levels of the burgh of Partick; and a third intercepting sewer which will convey to Dalmuir the drainage of the burgh of Clydebank.

The Glasgow and Partick intercepting sewers will be pumped into the outfall sewer at Partick bridge, the difference of level being 35 feet. The Clydebank intercepting sewer will be pumped at Dalmuir, the difference of level being 15 feet. Rather more than one-half of the total sewage will be carried to Dalmuir without pumping. The sewage carried by the outfall sewer will be delivered at such a height above the tidal level as will enable it to be discharged at once into the precipitation tanks.

The lower levels of the city will be drained by the intercepting sewer to the Partick pumping station, on the west side of the river Kelvin, where the sewage will be pumped about 35 feet into the outfall sewer. This intercepting sewer is 3¼ miles in length, and its inclination is 1 in 2,640, or 2 feet per mile. The drainage area is 930 acres.

The lower levels of the burgh of Partick will be drained by an intercepting sewer, which will convey the sewage eastward to the pumping station at the Kelvin, where it will be pumped into the outfall sewer in the same manner as the low-level drainage of the city. This intercepting sewer will be two miles long, and its inclination 1 in 2,000. The area dealt with is 1,025 acres. The level at which it is intended to construct these sewers is such as to admit the connection of all the existing sewers in the low level of Glasgow and in the burgh of Partick without liability to regurgitation during periods of ordinary flow. Provision will be made for the release of sewage during times of exceptional rainfall, by maintaining the connection which these sewers have at present with the river, and they will be protected by balanced tide valves from the back flow which surcharges them at the present time.

The gradients of all the sewers are inevitably flat, although they do not thus differ from the inclinations usually adopted in the design of main drainage works. The outfall sewer has a minimum gradient of 1 in 2,810. The Glasgow intercepting sewer has a fall of 1 foot in 2,640. The Partick sewer and the Clydebank sewer have each 1 foot in 2,000. These levels were made the subject of great comment and simulated apprehensions on the part of opponents in the proceedings in parliament, but the committee accepted the statements of the engineers who supported the bill that there would be sufficient velocity of flow in the flattest part of the sewer.

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It is intended to construct the Glasgow main drains of dimensions sufficiently ample to discharge the combined flow of sewage and rainfall without taxing their capacity beyond one-half in the case of the intercepting sewers, and two-thirds in the case of the outfall sewer. There is thus left a large surplus of what may be described as storage capacity to cope with emergency, but it is necessary to make further provision than this, and in order to deal with the surcharge that will arise from excessive rainfall, overflows are provided in the outfall sewer for the escape of storm water. These are arranged for at the crossing of the River Kelvin, at the Hayburn sewer in Partick, at Yoker Burn, and at Duntocher Burn.

The storm waters thus liberated, being much diluted by excess over the dry-weather flow, can be discharged without offence into the streams, which will, at the time, be flooded to a degree sufficient to render the overflow from the sewers innocuous. The intercepting sewers will be relieved of storm water by means of the communications which the existing sewers have with the river, protected from regurgitation by balanced tide valves.

As regards the scheme for the drainage on the south bank of the river, the surface levels of the drainage area are less favourable for the conveyance of sewage and rainfall by gravitation than they are on the north side, dealing with the figures that represent the distribution of population at the present time, although the future development of the included territory will bring the volumes conveyed by the gravitation and pumped sewers into less disparity. The ultimate estimated quantities are approximately in the proportion of 38 million gallons of combined sewage and rainfall by gravitation as against 51 million gallons required to be pumped. Nearly 13 million gallons of this excess of pumped sewage and rain will be chargeable against the burgh of Govan, with which authority equitable terms have been arranged.

The sewers to be constructed on the south side of the river follow, for the greater part of their course, the line of public streets and roads, and the charge for wayleave will be less than on the northern division of the undertaking.

The outfall sewer commences in Pollokshaws, and, passing under the River Cart, traverses the whole length of that burgh, and, entering Glasgow near the Macquiston Bridge on the Kilmarnock Road, follows the line of various roads in the Langside and Queen's Park districts, where it turns westwards across Pollokshaws Road. Thence it proceeds northwards, and again westwards, through Pollokshields, Bellahouston, Ibrox, Craigton, and Cardonald, towards the works at Braehead. It is 8¼ miles in length, varying in size from 2 feet 6 inches to 9 feet in diameter, with a minimum gradient of 1 in 2,640.

Three separate systems of sewers collect the drainage of Cathcart, Mount Florida, Polmadie, Inglefield, Coplawhill, Dumbreck, and Ibroxhill, which districts will all be connected with the outfall sewer. They are all small sewers of 3 feet diameter, with good working gradients.

The pumped sewage of Glasgow will be intercepted by a sewer commencing at Shawfield, and carried westward along Rutherglen Road, Govan Street, Kirk Street, Oxford Street, King Street, and Paisley Road to Pollok Street, where it turns south-

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ward to join the outfall sewer in the pumping station at the corner of Shields Road and St. Andrew's Drive, where it will be lifted 35 feet. The Plantation district of Govan and the burgh of Kinning Park will be served by a low-level sewer, carried eastward along the Govan Road and Paisley Road to connect with the Glasgow sewer at Pollok Street. These pumped sewers are about three miles in length, from 2 feet 6 inches to 6 feet in diameter, the minimum gradient being 1 in 2,000.

The whole of the remaining sewage of the burgh of Govan requires to be pumped, and the intercepting sewer is to be constructed by the burgh commissioners, and connected at the western boundary of the burgh with a sewer included in the Glasgow undertaking, which will drain the flat land in South Lanarkshire. This sewer is 2½ miles in length, from 3 to 5 feet in diameter, with a gradient of 1 in 1,760. It will be pumped at Braehead, the lift being 25 feet.

The sewage of Paisley and Renfrew will be brought to the works in low-level sewers, which will also require to be pumped.

The Braehead works for the treatment of the sewage will, like those at Dalmuir, have the great advantage of river frontage, with every facility of water carriage for receiving and transporting materials.

When the schemes thus indicated are completed, the water of the purified Clyde will, it is hoped, be not merely free from all organic objection, but clear and limpid.

R a.

Table Showing Roads, Railways, and Canals within the City.

The extent to which, during recent years, public roads, railways, and canals have been formed within the city is indicated by the following statement:—

Roads.

Within the parliamentary boundary and ancient royalty of the city—

	In 1863.	In 1900.
Under the charge of the municipality, ...	96 miles.	
Turnpike roads under the charge of trustees,	20 ,,	
Total,	116 miles.	
Within the municipal boundary as extended, ...		214 miles.

No roads under the charge of trustees.

Railways.

The extent of railways was—

	In 1862.			In 1900.		
	Miles.	Chains.	Feet.	Miles.	Chains.	Feet.
Within the parliamentary boundary,	6	16	13			
Within the royalty, beyond do., ...	4	64	33			
	11	0	46			
Within the municipal boundary as extended, ...				54	40	0

Canals.

The extent of canals was—

	In 1862.			In 1900.		
	Miles.	Chains.	Feet.	Miles.	Chains.	Feet.
Within the parliamentary boundary,	3	2	16½			
Within the royalty, beyond do., ...	0	43	16½			
	3	45	33			
Within the municipal boundary as extended, ...				6	60	0

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S a.

TABLE SHOWING REVENUE OF THE CLYDE NAVIGATION TRUST IN EACH YEAR FROM 1770 TO 1900.

	£	S.	D.		£	S.	D.		£	S.	D.
1770	147	0	10	1814	5,275	6	11	1858	78,783	17	6
1771	1,044	10	0	1815	5,902	2	8	1859	90,816	17	7
1772	1,220	1	9	1816	5,843	7	8	1860	97,983	18	1
1773	1,494	1	0	1817	7,028	0	7	1861	105,768	11	0
1774	1,454	4	4	1818	7,732	18	11	1862	111,493	10	2
1775	402	3	8	1819	7,386	2	10	1863	118,083	7	10
1776	1,984	0	7	1820	6,328	18	10	1864	121,380	13	9
1777	1,397	0	7	1821	8,070	2	2	1865	121,587	11	11
1778	1,733	19	5	1822	7,984	3	8	1866	125,787	10	0
1779	1,540	1	8	1823	8,380	16	4	1867	131,892	2	6
1780	1,515	8	4	1824	8,555	0	0	1868	143,840	17	3
1781	1,721	5	8	1825	8,367	11	7	1869	150,136	4	5
1782	1,420	16	8	1826	16,204	6	6	1870	164,093	2	10
1783	1,450	16	8	1827	14,316	15	9	1871	164,188	18	7
1784	1,120	0	0	1828	17,669	14	10	1872	174,200	12	2
1785	3,256	18	10	1829	20,194	10	4	1873	182,906	15	2
1786	1,980	14	10	1830	20,296	18	6	1874	192,127	16	11
1787	1,975	16	4	1831	18,932	0	7	1875	196,326	18	10
1788	2,064	5	9	1832	22,496	0	3	1876	198,526	19	6
1789	2,153	15	6	1833	21,578	5	2	1877	208,732	1	0
1790	2,239	0	4	1834	22,859	14	10	1878	217,100	0	3
1791	3,175	14	1	1835	33,676	16	3	1879	211,501	11	8
1792	2,739	5	7	1836	37,544	5	5	1880	223,709	0	8
1793	2,840	17	11	1837	37,644	16	0	1881	248,061	14	0
1794	2,936	14	11	1838	39,030	1	0	1882	264,549	8	3
1795	2,836	5	9	1839	47,879	11	10	1883	283,998	8	5
1796	3,649	14	4	1840	46,536	14	0	1884	291,182	4	11
1797	3,182	6	0	1841	49,665	15	7	1885	291,658	4	11
1798	3,199	1	6	1842	40,678	16	8	1886	282,912	1	3
1799	3,233	18	3	1843	43,301	2	0	1887	287,933	17	9
1800	3,319	16	1	1844	41,286	18	8	1888	311,495	1	6
1801	3,400	10	9	1845	45,869	10	11	1889	331,492	18	9
1802	4,085	15	11	1846	51,198	12	2	1890	356,202	11	3
1803	4,640	16	10	1847	59,017	2	9	1891	354,580	11	8
1804	4,193	7	7	1848	60,621	8	1	1892	369,226	6	5
1805	4,065	10	5	1849	59,034	14	1	1893	368,497	18	10
1806	4,299	14	3	1850	64,243	14	11	1894	371,976	17	7
1807	5,000	5	9	1851	68,875	4	9	1895	353,813	6	2
1808	5,472	0	9	1852	76,077	9	4	1896	405,518	6	10
1809	5,407	9	8	1853	77,919	18	6	1897	410,190	9	9
1810	6,676	7	6	1854	86,580	5	11	1898	430,327	6	4
1811	4,755	3	8	1855	73,943	9	1	1899	427,943	6	8
1812	4,597	19	7	1856	74,995	7	9	1900	441,419	10	6
1813	5,169	13	9	1857	82,797	10	7				

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T a.

TABLE SHOWING REVENUE COLLECTED AT CUSTOMS, GLASGOW, AND OF SHIPS BELONGING TO GLASGOW REGISTERED.

Years ended.	Duties.	No. of Ships.	Tonnage.
January 5, 1796	£125 13 0½	...	...
,, 1801	469 13 6½	...	...
,, 1806	1,322 7 11¼	...	...
,, 1810	...	24	1,956
,, 1812	3,124 2 4¼	35	2,620
,, 1815	8,300 4 3¾	59	4,829
,, 1820	11,000 6 9	77	6,131
,, 1821	16,147 17 7	...	...
,, 1825	41,154 6 7	111	14,084
,, 1830	59,013 17 3	217	39,432
,, 1831	68,741 5 9	...	...
,, 1835	270,667 8 9	297	54,335
,, 1840	427,564 0 0	403	185,707
,, 1841	526,100 0 11	431	95,062
,, 1845	551,851 2 5	472	111,620
,, 1848	610,978 0 0	...	...
,, 1850	640,568 7 9	507	137,909
,, 1851	675,044 0 0	508	145,684
,, 1852	653,283 0 0	500	156,064
,, 1853	652,664 0 0	...	...
,, 1854	688,602 3 8	568	182,845
,, 1855	668,556 9 4	601	192,895
,, 1856	718,835 0 1	597	211,226
,, 1857	752,597 14 4	569	207,942
,, 1858	801,894 0 0	628	224,750
,, 1859	814,142 5 2	647	225,608
,, 1860	883,971 10 0	660	212,028
,, 1861	924,445 10 0	679	218,804
,, 1862	955,760 19 11	701	235,430
,, 1863	983,990 10 3	741	262,418
,, 1864	967,263 16 11	780	296,665
,, 1865	788,956 17 9	815	329,752
,, 1866	933,057 9 5	807	332,353
,, 1867	1,202,097 4 9	834	352,595
,, 1868	1,112,065 0 0	858	378,458
,, 1869	1,185,753 19 10	884	403,456
,, 1870	963,534 10 7	892	428,262
,, 1871	999,572 9 7	895	433,016
,, 1872	1,033,181 10 6	897	436,179
,, 1873	1,056,301 5 9	900	442,405
,, 1874	972,792 9 9	900	475,279
,, 1875	960,854 8 10	932	523,831

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TABLE OF REVENUE.—*Continued.*

Years ended.	Duties.	No. of Ships.	Tonnage.
January 5, 1876	£1,022,825 14 7	1,000	586,587
,, 1877	1,016,112 1 9	1,088	652,154
,, 1878	945,860 0 0	1,130	700,007
,, 1879	954,620 15 5	1,183	760,913
,, 1880	969,339 7 4	1,207	776,780
,, 1881	1,036,865 0 0	1,258	827,435
,, 1882	1,071,587 0 0	1,321	920,726
,, 1883	1,050,155 0 0	1,379	979,707
,, 1884	1,064,283 0 0	1,428	1,018,476
,, 1885	1,082,147 0 0	1,453	1,069,505
,, 1886	1,078,673 0 0	1,445	1,062,385
,, 1887	1,012,051 0 0	1,487	1,141,037
,, 1888	1,074,872 0 0	1,533	1,178,720
,, 1889	1,160,114 0 0	1,549	1,224,022
,, 1890	1,341,435 0 0	1,571	1,274,021
,, 1891	1,392,953 0 0	1,576	1,316,809
,, 1892	1,479,869 0 0	1,607	1,363,748
,, 1893	1,551,201 0 0	1,634	1,405,064
,, 1894	1,671,338 0 0	1,689	1,522,299
,, 1895	1,685,593 0 0	1,670	1,525,326
,, 1896	1,668,836 0 0	1,665	1,536,051
,, 1897	1,757,920 0 0	1,677	1,594,020
,, 1898	1,748,822 0 0	1,667	1,586,743
,, 1899	1,720,768 0 0	1,668	1,630,170
,, 1900	1,952,910 0 0	1,605	1,582,229

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U a.

Table Showing Number and Tonnage of Ships arriving at the Harbour of Glasgow.

Year.	Sailing Ships.		Steam Vessels.		Total.	
	No.	Tons.	No	Tons.	No.	Tonnage.
1828	4,405	214,315	7,100	481,946	11,505	696,261
1831	4,005	186,576	7,537	545,751	11,542	732,327
1840	5,337	271,942	11,149	894,387	16,486	1,166,329
1841	5,785	314,262	9,421	828,111	15,206	1,142,373
1850	5,857	391,033	9,195	873,159	15,052	1,265,192
1851	6,212	424,785	11,062	1,021,821	17,274	1,446,606
1854	6,322	504,008	11,880	1,090,804	18,202	1,594,812
1856	5,779	445,976	11,804	1,227,120	17,583	1,673,096
1857	5,762	439,409	12,808	1,173,182	17,960	1,612,681
1858	5,506	451,364	12,640	1,113,527	18,146	1,564,891
1859	5,414	440,607	12,403	1,104,182	17,817	1,544,789
1860	4,502	415,715	11,476	1,033,154	15,978	1,448,869
1861	4,804	474,740	11,281	1,029,480	16,085	1,504,220
1862	4,573	478,189	11,291	1,052,453	15,864	1,530,642
1863	4,620	491,797	10,555	1,035,982	15,175	1,527,779
1864	4,569	483,305	9,962	1,044,934	14,531	1,528,239
1865	4,499	457,774	11,856	1,261,284	16,355	1,719,058
1866	4,113	463,736	12,612	1,400,464	16,725	1,864,200
1867	3,732	448,419	11,433	1,334,453	15,165	1,782,872
1868	3,711	482,168	11,710	1,366,970	15,421	1,849,138
1869	3,452	475,653	12,255	1,440,804	15,707	1,916,507
1870	3,372	502,517	12,712	1,489,593	16,084	1,992,110
1871	3,087	461,009	12,713	1,588,699	15,800	2,049,708
1872	3,337	462,972	12,125	1,665,407	15,462	2,128,379
1873	3,116	395,800	11,517	1,800,401	14,633	2,196,201
1874	2,870	369,267	11,176	1,832,154	14,046	2,201,421
1875	2,768	423,553	11,213	1,826,304	13,981	2,249,857
1876	2,816	431,522	11,770	1,866,554	14,586	2,298,076
1877	2,866	471,873	11,997	1,956,743	14,863	2,428,616
1878	2,727	457,290	13,210	2,154,733	15,937	2,612,023
1879	2,213	393,681	14,052	2,286,876	16,265	2,680,557
1880	1,862	321,721	14,948	2,350,478	16,810	2,672,199
1881	1,948	369,563	15,815	2,687,970	17,763	3,057,533
1882	1,825	288,859	15,468	2,760,378	17,293	3,049,237
1883	1,794	327,686	15,857	2,972,014	17,651	3,299,700
1884	1,576	292,825	16,298	3,068,362	17,874	3,361,187
1885	1,385	259,296	15,454	2,941,362	16,839	3,200,658
1886	1,302	259,354	14,576	2,822,118	15,878	3,081,472
1887	1,279	234,954	15,047	2,883,561	16,326	3,118,515
1888	1,340	221,440	15,466	3,116,230	16,806	3,337,670
1889	1,268	223,850	15,632	3,186,741	16,900	3,410,591
1890	1,244	240,405	15,401	3,256,443	16,645	3,496,848
1891	1,280	239,334	14,855	3,135,775	16,135	3,375,109
1892	1,193	249,272	14,736	3,376,626	15,929	3,625,898
1893	1,137	178,780	14,374	3,336,487	15,511	3,515,267
1894	993	178,535	15,083	3,600,006	16,076	3,778,541
1895	913	143,642	14,479	3,523,422	15,392	3,667,064
1896	960	158,572	15,430	3,789,910	16,390	3,948,482
1897	712	128,731	15,728	3,953,321	16,440	4,082,052
1898	653	150,750	16,333	4,165,558	16,986	4,316,308
1899	567	124,446	15,558	4,234,292	16,125	4,358,738
1900	547	125,765	15,352	4,235,832	15,899	4,361,597

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V a.

Banking Establishments in Glasgow.

1697-1900.

The development of Glasgow in commercial and trading enterprise is, among other things, indicated by the establishment of banks, as shown in the following notes :—

On 17th July, 1695, an act of the Scottish parliament, "considering how useful a public bank may be in this kingdom, according to the custom of other kingdoms and states, and that the same can only be sett up and managed by persons in company, with a joint stock sufficiently endowed with these powers and authorities and liberties necessary and usual in such cases," established a public bank to be called "The Bank of Scotland," with a capital of £1,200,000 Scots (£100,000 sterling), of which 10 per cent. was to be paid up. No other banking company was to be allowed to be established in Scotland for a period of twenty-one years.[1] This bank opened a branch in Glasgow in 1697, but met with so little success that it was withdrawn within the same year. In 1731, however, the trade and commerce of the city had so far developed as to induce the bank to reopen a branch, but it again met with little success, and was withdrawn. Previous to this time the banking business of the city had been conducted by private persons. But it was soon found that something more was needed, and in 1749 the Ship Bank was established by the firm of Dunlop, Houston, & Company, changed in 1775 to Moores, Carrick, & Company, and about 1783 to Carrick, Brown, & Company.[2] In 1753 the Glasgow Arms Bank was established by the firm of Cochrane, Murdoch, & Company, changed in 1763 to Speirs, Murdoch, & Company, and in 1793 to Murdoch, Robertson, & Company.[3] These two banks did a large portion of the banking business of the city for several years. In 1761 the Thistle Bank was established by Sir Walter Maxwell of Pollok, Bart., James Ritchie, & Company.[4] In 1769 the Merchants Banking Company of Glasgow was established.[5] In 1783 the first Glasgow Directory, published by John Tait, stationer, refers to the banks then existing as those of Moores, Carrick, & Company; Cochrane, Murdoch, & Company; and Sir James Maxwell, James Ritchie, & Company. But in this year the Royal Bank of Scotland, which had been incorporated by royal charter on 31st May, 1727, opened a branch in the city. In the following year the Paisley Banking Company, known as the Old Paisley Bank, and which had been established in Paisley in the previous year, also opened a branch in Glasgow.[6] At the same time Andrew Thomson and his sons George and

[1] 1695, c 88, Acts of the Parliaments of Scotland, IX., pp. 494-497.

[2] This bank was subsequently amalgamated with the Glasgow Bank established in 1807, and both were afterwards incorporated with the Union Bank of Scotland.

[3] The Glasgow Arms Bank failed in 1793, but subsequently paid in full.

[4] It was amalgamated with the Union Bank of Scotland in 1836.

[5] This bank failed in 1793, but its creditors were subsequently paid in full.

[6] Its contract of copartnery expired in 1837, when the bank was dissolved, and its assets and liabilities were taken over by the British Linen Bank.

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Andrew opened a local bank, which was known as Thomsons' Bank.[1] In 1784 also, Messrs. Dunlop, Houston, Gemmill, & Company established a bank in Greenock, and opened a branch in Glasgow. Its name was changed in 1793 to that of the Greenock Bank, and it is said to have been the last private bank established in Scotland.[2] The Bank of Scotland, which had failed to establish a footing in Glasgow in 1696 and 1731, renewed their attempt in 1787, and have since retained their position in the city. In the same year the Falkirk Bank was established, and opened an agency in Glasgow, but, after a successful career, was wound up in 1825.

Somewhere about this time James and Robert Watson appear to have commenced private banking in the city, and afterwards represented the following banks, viz. :—the Stirling Banking Company, which was established in 1777, but failed in 1826, afterwards paying its creditors in full; the Kilmarnock Bank, which commenced business in 1802. The business of this bank was afterwards transferred to Messrs. Hunter & Company, bankers in Ayr, who had commenced business in 1771, but whose bank was subsequently merged in that of the Union Bank of Scotland; the Dundee Union Bank, which was commenced in 1807, but was amalgamated with the Western Bank of Scotland in 1844; the East Lothian Bank, which was established in Dunbar in 1807;[3] and the National Bank of Scotland. Messrs. Watson failed in 1832.

In 1789 the Paisley Union Bank, which had been formed in Paisley in May, 1788, opened a branch in Glasgow.[4]

The Glasgow Directory published this year mentions the four following banks as then existing, in addition to those mentioned in the Directory of 1783 :—(1) Thomsons' Bank, (2) the Paisley Bank or Old Paisley Bank, (3) the Paisley Union Bank, and (4) the Royal Bank.

In 1793—the period of the French Revolution—three of the banks then carrying on business in Glasgow became bankrupt, viz. :—the Bank of Andrew, George, & Andrew Thomson, the Merchants Bank, and the Glasgow Arms Bank.

About 1800 the Leith Bank, which was formed in 1793, opened an agency in Glasgow.[5]

The Renfrewshire Bank, which was established in 1802, opened a branch in Glasgow in 1803.[6]

The Falkirk Union Bank was established in Falkirk in 1803 in opposition to the Falkirk Banking Company, and had an agency in Glasgow in 1805. Its capital was small.[7]

In 1807, the Fife Banking Company, which was established in Cupar in May, 1802, opened an agency in Glasgow in 1802.[8]

[1] But it failed on 5th November, 1793. The sequestration was, however, afterwards recalled; the Thomsons were reinvested in their estates, and the creditors were subsequently paid in full.

[2] The Greenock Bank was incorporated with the Western Bank in November, 1843.

[3] It suffered disastrous losses, and was finally wound up, paying its creditors, however, in full.

[4] It was amalgamated with the Union Bank of Scotland on 30th June, 1838.

[5] But it was sequestrated in 1842, and paid a dividend of 13s. 4d. per £ to its creditors.

[6] It was sequestrated on 1st April, 1842.

[7] It failed in 1816.

[8] But it suspended payment in 1825, and was finally wound up about 1850.

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The Glasgow Bank was founded in the same year (1807), and was the last private bank established in the city.[1]

The Commercial Bank of Scotland, which was established in 1810, and incorporated by royal charter, opened a branch in Glasgow in 1814.

In 1815 each of the following banks carried on business in the city, viz. :—the Ship Bank, the Thistle Bank, the Royal Bank, the Paisley Bank, the Paisley Union Bank, the Bank of Scotland, the Falkirk Bank, the Leith Bank, the Ayr Bank, the Renfrewshire Bank, the Perth Bank, the Falkirk Union Bank, the Dundee New Bank, the Commercial Bank, and the Glasgow Provident Bank. Messrs. J. & R. Watson represented the Greenock Bank, the Stirling Bank, the Kilmarnock Bank, the Aberdeen Bank, the Dundee Union Bank, the British Linen Bank, and the East Lothian Bank.

The British Linen Company, which was incorporated by royal charter on 6th July, 1746, to encourage linen manufacture in Scotland, but subsequently developed into a banking company, and obtained banking privileges by various royal charters, established an agency in Glasgow in 1818.

An English Company, known as the Exchange and Deposit Bank, opened an agency in Glasgow, but failed some years afterwards.

The Glasgow Directory of 1825 contains the names of thirteen banks, each of which had a separate office in the city. These banks were :—the Thistle Bank, the Royal Bank, the Glasgow Bank, the Bank of Scotland, the Paisley Union Bank, the Aberdeen Bank, the Falkirk Bank, the British Linen Bank, the Renfrewshire Bank, the Commercial Bank, the Exchange and Deposit Bank, and the Glasgow Provident Bank. Messrs. Watson represented the Greenock Bank, the Stirling Bank, the Dundee Union Bank, the Kirby Lonsdale Bank, the Ayr Bank, the Leith Bank, and the Northern Bank of Belfast. The Glasgow Bank represented the Dundee New Bank, the Perth Bank, and the Perth Union Bank.

In 1830 the Glasgow Union Banking Company was established, but in 1843 took the name of the Union Bank of Scotland, having previously acquired the property and business of (1) the Thistle Bank, (2) the Paisley Union Bank, (3) Sir William Forbes & Company, founded in Edinburgh in 1694 under the name of John Coutts & Company, (4) Hunters & Company of Ayr, (5) the Ship Bank,[2] (6) the Perth Bank, which commenced in 1766, (7) the Glasgow Bank,[1] and (8) the Old Bank of Aberdeen.

The National Bank of Scotland, which was established in Edinburgh on 21st March 1825, and, incorporated by act of parliament and royal charter, was represented in Glasgow by James and Robert Watson, but after their bankruptcy in 1832 opened a branch in the city.

In 1833 a second joint-stock bank was formed in Glasgow under the name of the Western Bank of Scotland, and subsequently incorporated—(1) the Old Greenock Bank, (2) the Dundee Union Bank, (3) the Paisley Commercial Joint-Stock Bank,

[1] It subsequently amalgamated with the Ship Bank, and both were incorporated with the Union Bank of Scotland.

[2] Nos. 5 and 7 had previously been united under the name of "The Glasgow and Ship Bank."

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(4) the New Glasgow Bank, and (5) the Ayrshire Bank. The Western Bank failed on 9th November, 1857, and involved many of its shareholders in ruin.

The Clydesdale Banking Company was established in Glasgow in 1838 with a capital of £375,000 in £20 shares with £10 paid. With it were incorporated the Greenock Union Bank in 1843, the Edinburgh and Glasgow Bank in 1858 (see notice of Glasgow Joint-Stock Bank), and the Eastern Bank of Scotland in 1863. Since 1882 it has continued under the title of The Clydesdale Bank, Limited, with a subscribed capital of £5,000,000 in 100,000 shares of £50 each, with £10 paid up.

The City of Glasgow Bank was established in Glasgow in 1839, and subsequently incorporated the Eastern Bank of Scotland and the Isle of Man Commercial Bank. It had to shut its doors during the commercial crisis of 1857, but subsequently re-opened them. On 1st October, 1878, however, it finally suspended payment, also involving many of its directors and shareholders in ruin.

The Glasgow Joint-Stock Bank was formed in Glasgow in 1840, and amalgamated on 1st January, 1844, with the then newly established Edinburgh and Leith Bank, under the name of the Edinburgh and Glasgow Bank.

The London Bank of Scotland opened an office in Glasgow in 1863, but withdrew it within a few months.

The Mercantile Exchange Bank, Limited, was established in 1863, but also gave up business within a few months.

In 1850 the only banks in Glasgow which had branches in the city were—the City Bank with 2 branches, the Clydesdale Bank with 1 branch, the Union Bank with 1 branch.

In 1900 the several banks existing in Glasgow were as follows:—(1) Banks with their head offices in the city—the Union Bank of Scotland, Limited, with 15, and the Clydesdale Bank, Limited, with 17 subsidiary branches in the city and suburbs; (2) banks with their head offices in Edinburgh—the Bank of Scotland with 23 branches in Glasgow and the suburbs, the British Linen Company with 25 branches, the Commercial Bank of Scotland, Limited, with 12 branches, the National Bank of Scotland, Limited, with 16 branches, and the Royal Bank of Scotland with 18 branches. There is also the Savings Bank of Glasgow, which was opened on 30th July, 1836: it has now 8 branches in the city.

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